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"ARIS OF REAL. REVOLT GERMANY TO INTERIENE
British Labor Leader De. American Red Gross Decides
livers Striking Spech at
Organization Session


JANUARY 27, 1919


## BONWIT TELLER $\varepsilon_{0}$ CO

cthe Specially Shop of Originations
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Governor Sproul's Inaugural Statement as to Automobile Regulation and Highway Construction
 dustrial conditions. With the funds available from the gen cral income of the State and a gradual use of stestantia
sumn, from the bond issue which has been authorized by the people for this purpose, supplemented by the assistance Government for the post roads. we shall be able to undertake In the coming few years we ought to accomplish muck
toward providing a retwork of good highways. reaching every important point, with through routes, travelable at al
times, from end to end of the State, and connecting with the main highways in our neighboring Commonwealths. O
course, the whole amount of the fifty-milion-dollar loan, if course, hhe whole amount of he inty-minion-doliar toan, if
should all be used. would not improve the entire State eing
way system, nor can all of the work planned be done at once way it will bee wonderful advantage to the people of Penn
bytvania to have good main roads and every mile of highway
sylo permanently improved will carry its lesson of comfort an
facility and local pride with the spirit of progress into our
improved will be an important one, and the problems o quire much study. My Mown thought is that the general po icy should be the bringing of the greatest good to the great
est number of our people, and our actions will be based upo

Some changes in the organization and methods of the
highway department will be necessary to enable it to handle a greaty increased amount of work, and legistation will 1 requirect to give your executive and hiscal authorties the ligg
machinery for issuing and marketing the sccurities represen ing the loans which will be required. These are metters
detail which will be dealt with in subsequent recommend detail which will be deait with in subsequent recommend
tions to the Ceneral Assembly. We slould also give atter tion to some plans for improving the local rad condition
throughout the State. This is one of the most perplesing throughout the State. This is one of the most perplexing
situations which we have to deal with. The State highway
department has done much to help the organization and ad department has done much to help the organization and ad ministra
necessary to give some attention to the regulation of auto-
nobile traffic. The conditions growing out of the war made obile trafif.. The conditions growing out of the war made
oc greatiy extended use of motortruck transportation a ne esity. and with the development of the country this great gent in handing passengers and materials must be reck-
ned with more and more. We must extend every facility or the business vehicle, but we must also enforce our reaonable regulations regarding its use. It was never intended
hat vehicles as large and as heavy as railway cars should ravel the public roads at high speed, and the law provide mits as to the weight and the size of such trucks. No road stand the stress and impact of such trucks moving at from
ten to thirty miles an hour and weighing with their en to thiry miles an hour and weighing with their loads
rom fifteen to thirty tons. The State cannot furnish espe. ial highways for this kind of traffice and it is unreasonable nd unfair to the other users of the roads. and to the public Who pay for them, to permit the laws to be violated, our
oads to be destroyed and our people's lives endangered by overning these conditions, and now that put into the laws he only excuse for tolerating ticse abuses has prossed, we

Plans are under consideration for a revision and exten co warranted, and especially so in the case of high-powered
ars and trucks of heavy burden. It costs more ars and trucks of heavy burden. It costs more to build and
maintain roads than it did, and the income for this purpose from those who use the roads should be increased. There
should also be a distinctive license clasisite hould also be a distinctive license classification and a higher
ax upon motorcars used for business purposes and upon egular passenger and freight routes. The State receives a ery large portion of its present revenue from the tax which
s laid upon the securities and the gross incomes of corporations engaged in the business of transportation and it should
ther cceive a very considerable share of the income of others enaying corporations and using the highways maintained at

In view of the difficulties experienced by our municihere should be returned to these municipalities for highway maintenance a portion of any increase in license fees upon
motorcars received by the State. This would be only fair in consideration of the fact that our cities receive no share
of the State highway funds.

Because of the importance of this message we have reprinted this part of Governor Sproul's address for the benefit of those who failed to read all of the newspaper report

THE AUTOCAR COMPANY,

