EVENING PUBLIC LEDGER-PHILADELPHIA, THURSDAY, OCTOBER 19, 1922



14

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MRS. PATTON Curtis Publishing Co. 601 Sansom Stree



concestron concestion. Start the concested blood flowing free's and even che mie, nagging pales cease. So an's does just thisit provettates without provingstraight to the converted spot. It warms up, stimulates the circu-PUBLIC LEDGER of January 20, 1922. lef. Many uses-Eight weeks later new bids for the same work were opened by Mr. Sadler, ll in one Sto hortie. Reeponationando, li aliars part ef Laching musical Relation and crient lower than the first bids which he re-

McSparran Attacks Peppy but Specious continued from Page One declaration is apparent. The differ-

000,000 is really expressive of nothing Why not, say between \$80,000,000 and \$200,000,000?

Why does not Mr. McSparran quote exact figures? exact figures? They can be had for the asking of the Highway Department. Or they can be taken from its published report of 1920. I have one on my desk. The next report will not be out, according to law, till the early part of

Mr. McSparran declares repeatedly in his speeches that the Highway Depart-ment is a failure, both as to the char-acter and cost of the roads it has built, He produces one instance of so-called puspicious wastefulness and gross ismanngement. This is from one of his "farmer"

"Take the Lackawanna trail from "The Lackawanna Railroad relocated ts line and left a perfectly good road-bed that needed no grading, with all its its 1

ballast. "Did the Highway Department utilize this opportunity to save money to the State? No!

"There was the roadbed with eight-en inches of ballast ready at hand. What did the department do? "It refused to use the ballast as a foundation. It employed only a part of the old road, and then struck off on a new line rather than utilize the railroad bed."

Correct!-Except for Facts

The facts as to the Lackawanna Trail as set forth by Mr. McSparran are dihe reverse The Highway Department built the acknwanna Trail on the old roadbed the railroad, and a splendid highway

The ballast that was left in small tots here and there, not eighteen inches deep, as Mr. McSparran asserts, was all used by the department's con-

The one element of truth in the entire statement is that the Highway De-partment did branch off and build a horter section that cost considerable ney because of rock blasting.

This detour was necessary, however, because the old roadbed entered a parrow tunnel at this point and a detour us contailsory.

This fact was not furnished by the Highway Department of Pennsylvania, liphway Department of remayrement r any of its officials. Thomas H. McDonald is chief of the arran of public roads of the United states Department of Agriculture at

Repeatly the director of a great British construction firm wrote Mr. Mc-Donald inquiring where in the United States he could best observe modern States he could best observe modern methods of constructing bituminous and rete highways, reply the chief of public roads di-

ham to go to Pennsylvania, as had the best road construction sysm in the country. As to the charge of its wastefulness

of public money I have personal knowl-eage where the Department of High-wave sized the State \$500,000. The late highway commissioner,

The late highway commissioner, Lew & Sadder, who the New York Times declared was "America's best highway commissioner," had occasion. aths prior to his death, to ad-Entrie little vertise the twenty-five contracts for when the bids were opened Com-

classioner Sadler detected what he belayed to be collusion among contractors the propagation of their bids. He three out nineteen of the twenty. e hals for this reason. He gave me the facts in the case

New Bids Save \$500,000

jerteil

ion dollars.

In the aggregate they were \$500,000

i, this one action slone the Highway

Department saved the taxpayers half a

The Highway Department has taken dictatorial control of the 90,000 miles of roads in the State.

of reads in the State. "In the country we elect our own road supervisors. It is their business to energy the building of our reads. "Non the State Highway Depart-

"Now the State Highway Depart-ment demands that the supervisors send plans of all new bridges and specifi-cation of all new roads to Harrisburg. You are informed that if your super-visors do not do this you will not get sup part of the State aid appropria-tion. What do you think of that for centralization of power?"

Some time in the future county roads may become State highways; township

which are not expert bridge builders can-not, under the circumstances, be con-

dered by any progressive State in the tertuinly every bridge plan in the state should be submitted for the ap-

al of State engineers who are ex-

erts in their profession. Particularly when these bridges may one day stand on State highways.

Despite all that Mr. McSparran mar sat, there was not a read worthy of the name in the Sinte until the De-partment of Public Highways was er-

And the 600,000 auto owners of the

sails of the State built in sections by

Or by township supervisors who are

neither engineers nor road builders, on specifications furnished by themselves, with no responsibility to Harrisburg, and with immeasurable possibilities of

That at least is the only inference that can be drawn from Mr McSpar-ran's utterances on the subject.

Is Against Evolur Nuisanst There is one gravial idea in which

Mr. McSparran strikes a popular chord. It concerns the nuisance of detours on State highways. More profanity has been expended and more rubber dam-aged on detours than anywhere else on or off the thoroughfares of the Com-

monwealth. Mr. McSparran points out that most these detours could be avoided if the ethod pursued by road builders in New

York and New England were followed. There, where the roads are eighteen or twenty feet wide, only one-half the width is constructed at a time, thus permitting the other half to be utilized by traffic.

Why must three or four miles of a

Why must three or four miles of a State highway be closed to traffic, dis-commoding thousands of automobile owners, so that the contractors may not suffer a little temporary incon-tenience?" asks Mr. McSparran.

Commonwealth know it. Now. Mr. McSparran would have the

unity commissioners.

graft

Another sample of McSparran's campuigh persidage, when addressing a furning audience, is the following: cot lissuethe ideal towel service for offices

Wherever clean hands are recognized as a commercial asset as well as a matter of personal comfort and hygiene -there will you find an appreciation of ScotTissue Towels.

For, they are always clean, fresh, white, soft, thirsty—all that you expect in a truly individual towel.

"Thirsty" Fibres, found only in ScotTissue Towels, supply that remarkable drying power which makes clean, dry hands in a jiffy, possible and pleasant. Your druggist, stationer or department

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hirsty Fibre

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Your druggist sells a tiny bottle of road width. Freesone" for a few cents, sufficient

esone" for a few cents, sufficient move every hard corn, soft corn to between the toes, and the thing the make the Highwar Depart-ment oper to criticism by intomobile

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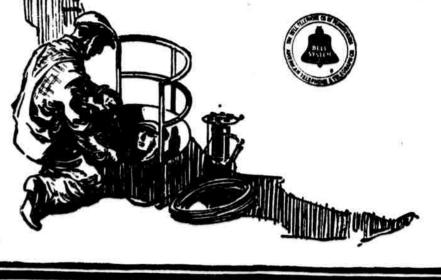
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