

WOLFINGTON'S
Renovating Service



Appearance
Your car should do more than perform well—it should look well! A new top, paint, new upholstery, etc., will give your appearance at low cost.

Phone: Poplar 9190
The WOLFINGTON Shops
19th and Buttonwood
Established 1876

To Mothers Having Daughters Considering Employment

Are you interested in seeing your daughter employed in a wholesome occupation as well as having an opportunity to earn the maximum of her ability? We are always glad to talk over these important matters with you. When some excellent clerical positions are open, these positions are usually filled by girls who are well educated, well dressed, and well equipped with the necessary training and experience. We have a list of such positions in various parts of the city. Write to us for a list of these positions. We will be glad to send you a list of these positions. We will be glad to send you a list of these positions.

HAVE YOUR DAUGHTER CALL AND SEE US, AND WE WILL LIKE YOU TO COME WITH HER.

MRS. PATTON
Curtis Publishing Co., 601 Sanson Street

Rheumatism!
try **Sloan's**



Nagging pains cease
When congestion is relieved

Remember, most of the pain and inflammation of rheumatism comes from congestion. Start the congested blood flowing free and you will find nagging pains cease. Sloan's is just what it needs with its training—straight to the congested spot. It warms up, stimulates the circulation. It opens pain-brains quickly, comforting relief. Many uses—all in one bottle. It is a relief of all aching muscles. Relieves and opens the congested blood. Relieves and opens the congested blood. Relieves and opens the congested blood.

Sloan's Liniment—kills pain!



Cuticura Heals Rashes

Bathe with plenty of Cuticura Soap and hot water to cleanse and purify. Dry lightly and apply Cuticura Ointment to soothe and heal.

Sample Each Free by Mail. Address: Cuticura Laboratories, Dept. 77, Malden, Mass. 02148. Where Sold: Everywhere. 10¢ per box. Cuticura Soap shares without mug.

CORNS
Lift Off with Fingers



Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Truly!

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn or corn between the toes, and the callus without a "ness or irrita-

McSparran Attacks Peppy but Specious

Continued from Page One

a declaration is apparent. The difference between \$80,000,000 and \$140,000,000 is really expressive of nothing at all.

Why not, say between \$80,000,000 and \$200,000,000?

Why does not Mr. McSparran quote exact figures?

They can be had for the asking of the Highway Department. Or they can be taken from its published report of 1921. I have one on my desk.

The next report will not be out, according to law, till the early part of 1923.

Mr. McSparran declares repeatedly in his speeches that the Highway Department is a failure, both as to the character and cost of the roads it has built. He produces one instance of so-called conspicuous wastefulness and gross mismanagement.

This is from one of his "farmer" talks:

"Take the Lackawanna trail from Scranton to Binghamton," he says. "The Lackawanna Railroad relocated its line and left a perfectly good roadbed that needed no grading, with all its ballast.

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

"They were the roadbed with eighteen 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 are set forth by Mr. McSparran are directly the reverse.

The Highway Department built the Lackawanna Trail on the old roadbed of the railroad, and a splendid highway it is.

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

"The one element of truth in the entire statement is that the Highway Department did branch off and build a shorter section that cost considerable money because of rock blasting.

This detour was necessary, however, because the old roadbed entered a narrow tunnel at this point and a detour was compulsory.

This fact was not furnished by the Highway Department of Pennsylvania, or any of its officials.

Thomas H. McDonald is chief of the bureau of public roads of the United States Department of Agriculture at Washington.

Recently the director of a great British construction firm wrote Mr. McDonald inquiring where in the United States he could best observe modern methods of constructing bituminous and concrete highways.

In reply the chief of public roads directed him to go to Pennsylvania, as it had the best road construction season in the country.

As to the charge of its wastefulness of public money, I have personal knowledge where the Department of Highways saved the State \$500,000.

The late highway commissioner, Lewis S. Sailer, who the New York Times declared was "America's best highway commissioner," had occasion, some months prior to his death, to advise the twenty-five contractors for roads.

When the bids were opened Commissioner Sailer detected what he believed to be collusion among contractors in the preparation of their bids.

He threw out ninety of the twenty-five bids for this reason.

He gave me the facts in the case which were published in the EVENING LEADER of January 20, 1922.

Eight weeks later new bids for the same work were opened by Mr. Sailer.

New Bids Save \$500,000

In the aggregate they were \$500,000 lower than the first bids which he rejected.

In this one action alone the Highway Department saved the taxpayers half a million dollars.

Another sample of McSparran's campaign persiflage, when addressing a farming audience, is the following:

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

"In the country we elect our own road supervisors. It is their business to oversee the building of our roads."

Now the State Highway Department demands that the supervisors send plans of all new bridges and specifications of all new roads to Harrisburg. You are informed that if your supervisors do not do this you will not get any part of the State aid appropriations. What do you think of that for centralization of power?"

Some time in the future county roads may become State highways; township roads may be taken over by the State. Work or lay bridges built by men who are not expert bridge builders cannot, under the circumstances, be considered by any progressive State in the Union, much less Pennsylvania.

Supervisors' every bridge plan in the State should be submitted for the approval of State engineers who are experts in their profession.

Especially where these bridges may come to stand on State highways.

Despite all that Mr. McSparran may say, there was not a road worthy of the name in the State until the Department of Public Highways was organized.

And the 600,000 auto owners of the Commonwealth know it.

Now Mr. McSparran would have the roads of the State built in sections by county commissioners.

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 fraud.

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

Is Against Detour Nuisance

There is one practical 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 damaged on detours than anywhere else on or off the thoroughfares of the Commonwealth.

Mr. McSparran points out that most of these detours could be avoided if the method 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 State highway be closed to traffic, discommodating thousands of automobile owners, so that the contractors may not suffer a little temporary inconvenience?" asks Mr. McSparran.

There are two considerations. One is the narrow right-of-way on many highways. In many cases it is only sixteen feet. This makes it practically impossible to continue building one-half the road at a time.

Another fact is that it is impossible, in the case of a solid concrete road, to build half of the road at a time. Such roads must be built in solid panels full road width.

Otherwise the detour of five or six miles is unavoidable. It is the only thing that makes the Highway Department open to criticism by automobile owners.

Scot Tissue—

the 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 Scot Tissue Towels.

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

"Thirsty" Fibres, found only in Scot Tissue Towels, supply that remarkable drying power which makes clean, dry hands in a jiffy, possible and pleasant.

Your druggist, stationer or department store sells Scot Tissue Towels. Try the new handy 10c pack of 25 towels.

Scott Paper Company, Chester, Pa.
Philadelphia Office, 302 Weightman Bldg.
Phone: Spruce 1824

50¢ a carton of 150
(Less by the case—25 cartons)

Complete Office Outfit—plate-glass mirror, nickel-plated towel rack and 150 Scot Tissue Towels—all for \$3. See it at your dealer's.

for "Clean Hands in Business"

Every Scot Tissue Towel contains millions of soft Thirsty Fibres, which absorb four times their weight in water. They make Scot Tissue the quickest drying, most satisfactory towels made.



Thirsty Fibres Really DRIES

BACK AGAIN!

CHOCO·PIC

CHOCOLATE COVERED PHILADELPHIA ICE·CREAM

Philadelphia's own favorite chocolate covered ice cream confection, a dainty which you have missed during the summer months is now back, delicious as ever and only

5¢

SOLD WHEREVER

CHOCO·PIC

SIGNS ARE DISPLAYED

Liggett's
The Safe Drug Stores
Formerly Riker-Hegeman

300 S. Broad St. cor Spruce
1210 Market
1338 Chestnut
839 Market
206 Market
16th and Chestnut

14 S. 52d
3454 N. Front, Cor. York (Kensington)
3701 Germantown Ave. Broad & Erie, Germantown & Chelton Aves.

Where You Save Money on Everyday Drug Store Needs

Prescription Rules That Are Strictly Observed in All Liggett Drug Stores

The following rules are conspicuously posted in every prescription room. The slightest deviation from these rules is not permitted under any circumstances.

1. **FIRST**—Fill no Prescription unless you have the exact ingredients prescribed by the Doctor.

2. **SECOND**—Arrange in order on Prescription Desk the packages containing ingredients to be used.

3. **THIRD**—Weigh or measure each ingredient and complete the mixture with extreme care and absolute accuracy.

4. **FOURTH**—Write, attach and check label and read Prescription word for word to another Registered Man, who will prove correctness of ingredients by examining contents and labels of original packages arranged on Prescription Desk.

5. **FIFTH**—Same Registered Man will then read Prescription while compounder examines and proves ingredients.

6. **SIXTH**—Never conduct any conversation in the Prescription Room, except concerning the important work in hand.

7. **SEVENTH**—When a Prescription is handed to a customer the number on the stub must be compared with number on customer's check, and these numbers must be verified by two persons.

Liggett's
"The Safe Drug Stores"
Formerly Riker-Hegeman

Week-Ends Only 39c Pound
ORIGINAL SATURDAY CANDY
A delicious assortment of Fruit, Cream and chewy centers. Selling at the rate of one million packages a year because the value is so extraordinary.
Regularly 50c pound
Week-Ends 39c Pound

30c LAXATIVE BROMO QUININE, 21c
60c CALIFORNIA SYRUP OF FIGS, 43c
\$1.10 NUXATED IRON TABLETS, 73c
50c PHILLIPS' MILK MAGNESIA, 38c
19c PUREST EPSOM SALTS, 15c lb. October Only
60c MUSTEROLE, 45c

SHINOLA HOME SET
Regularly 60c
Special Price 35c Offer expires October 28

\$1.50 Fellows' Syrup Hypophosphites, \$1.09
\$1.00 WAMPOLE'S EXTRACT COD LIVER OIL, 75c
\$1.00 PINKHAM'S COMPOUND, 79c
75c GLOVER'S MANGE CURE, 55c
60c DOAN'S KIDNEY PILLS, 43c
Cascade Linen Writing Paper
One pound of paper, about 90 sheets
Fifty envelopes to match
Special October sale... all for 50c

TWO TINY WIRES

Each Philadelphia Bell Telephone subscriber is connected to one of the 30 Philadelphia Bell Central Offices by wires—two tiny wires.

These wires pass through a maze of cables and coils, through delicate apparatus that must be kept in careful adjustment.

And that isn't the end of it, for there must be apparatus to connect each Philadelphia telephone with all of the other central offices in Philadelphia and with any other Bell telephone in the nation.

The job of building and maintaining this complicated equipment is done by two-fisted men—men who think in terms of never failing service.

Theirs too is the task of installing new telephones, and of maintaining them.

One outstanding quality characterizes these men—they are imbued with the spirit of courtesy.

When they come into your home or your office, you find them anxious to do their work quickly, efficiently and neatly.

They want you to feel that should they return at some future day you will welcome them.

For they know, as do all Bell people, that *courtesy pays*.

THE BELL TELEPHONE COMPANY OF PENNSYLVANIA.



Read the Want Advertisements in the Classified Section