

The Smart & Silberberg Co.

Centre Street at Elm, Oil City, Pa.

A Little Over Three Weeks to Christmas.

By this time the store is brimful of Holiday stocks, all reflecting the Christmas spirit. Fore-handed folks are picking up the little novelties now, while the assortments are largest and best, and while special economies are in order in all departments.

Come and let us show you the countless items from which gifts may be selected. Attentive sales people will be glad to help with suggestions.

A Splendid Assortment of Furs

Probably not one person in a thousand really appreciates the immense benefits derived from buying furs here.

Take the fur coats which we offer. Very choicest skins are made up by the very best furriers in the country. The garments are fashioned with the utmost skill and care. The linings are the finest satin brocades and plain silks.

That's why women prefer to buy their furs here. They know that not only will the furs selected be fresh and in style, but that the quality of material and workmanship will be of the very best.

Black Russian Pony Coats

Magnificent Broadtail effects selected solid skins; Leipzig dyed; \$2 inches long lined with guaranteed satin. Very special at \$50.

Bison Seal Coats.

A splendid 54-inch garment of finest Muskrat Seal, which cannot be distinguished from the genuine Seal. A new, beautifully fitting model, with heavy brocaded lining, \$150, \$200 or \$250.

Baby Pony and Caracul.

Made of lustrous skins; Leipzig dyed. A new model, very light in weight, with brocaded lining, fancy jewelled buttons or ornaments, long shawl collar, \$75, \$100 or \$125.

The Free Sewing Machine Club Plan.

Offers many advantages to any person who needs a new sewing machine, or who is planning to make gift of one. It enables you to buy a Free Sewing Machine at as low a price as though you paid cash for it, and allows you to pay in small weekly installments. We invite our customers to make full use of this simple and convenient plan. The club terms are 85 for membership, followed by weekly dues of \$1.

*The Smart & Silberberg Co.
OIL CITY, PA.*

Oil City Trust Company

Oil City, Pa.

ASSETS

(exclusive of Trust Funds)

\$4,212,000.00.

Your business invited.

Such a Thoughtful Woman. When the man and woman started down the subway stairs the man felt in his pockets for tickets.

"By George!" he said. "Isn't that a shame? I've got to stop in all this mob and buy tickets."

"Oh, no, you haven't," said the woman. "I have them. When I came downtown I remembered what you said about those people who buy only one ticket at a time making such a nuisance of themselves, so, as I had 15 cents to spare, I bought three tickets. I have two left. We can go right on through."

So the man and the woman drifted along with the pushing crowd to the point where the ticket chopper held them up and demanded tribute. Then the woman looked in her purse for the tickets. Suddenly her face assumed a painful blankness.

"I haven't got them," she faltered. "I was in such a hurry when I came through that I must have dropped all three tickets into the uptown box."—New York Herald.

A Note That Was Paid. History is constantly repeating itself. Once upon a time a landlady in Washington called on President Andrew Jackson and told of a government clerk who owed her a big bill for board. In those days it was easy to have access to the White House. President Jackson listened to her story and advised her to get a promissory note from the clerk and put it in bank. She replied:

"I've done that twice, general, and he won't pay even then."

"Is that so?" said the president in surprise. "Now you go and get his note and bring it to me. I simply want to see it, and I'm sure that the clerk will pay that note. Go and bring it to me."

The landlady did so, and soon returned with the promissory note. The president turned it over and wrote across the back of it his own indorsement: "A. Jackson."

That note was paid at maturity.—Cincinnati Commercial Tribune.

My liberty leaves off where the rights of another begin.—Victor Hugo.

PLANNING WORK FOR MODEL ROADS

Pennsylvania to Lead in Highway Construction.

CONTRACTS UNDER NEW LAW

Modern System of Improving Thoroughfares — Purpose of Proposed Bond Issue—Support of Tener Administration.

The State Highway Department is planning for Pennsylvania the best system of improved roads in this country. An official of that department predicted recently that when the work it has projected shall have been completed the roads of the Keystone State would be unsurpassed by the famous highways of France, Germany and other European countries.

Model roads for Pennsylvania have been

made possible by the enactment by

the legislature at its recent session

of the measure popularly known

as the "Sprout road bill."

This legislation received the earnest sup-

port of Governor John K. Tener, who

during the campaign of last year in

public addresses repeatedly emphasized

the fact that he was an enthu-

astic good roads advocate and that the influence of his administration would

be exerted for the advancement of the

good roads movement. Since its in-

citation the good roads movement in

this state has been under Republican

legislation.

The State Highway Department was

established during the administration of Governor Samuel W. Pennypacker,

and the act under which it was organ-

ized is the most liberal of all highway

acts where the state assists in paying

a portion of the cost of reconstructing

roads. Under this law \$9,500,000

was appropriated and expended for

reconstruction work from June 1,

1903, to May 31, 1911. During that

period 850 miles of road were recon-

structed. Ten per cent of the amount

appropriated was set aside as a

maintenance fund and apportioned to

the several townships and counties

according to the number of miles of

improved roads therein, which had

been maintained to conform to the

state's standard. Under this law the

state paid seventy-five per cent of

the cost of reconstruction; the town-

ship and county each paying one-eighth

of the total cost of improve-

ment. The maintenance of these

roads after construction was placed in

the hands of the township supervis-

ors.

Improvements Under Sprout Law.

The great demand for a system of connected improved highways and for a system of maintenance of the roads already reconstructed and of those reconstructed and improved in the future had its consummation in the enactment of the Sprout Bill.

This act reorganized the State Highway Department. It provides for two systems of road work. The first designated as "State Highways," is comprised of about 8000 miles of public roads and turnpikes as described in 296 routes. These roads are the principal main thoroughfares or highways, forming and being mainly travelled roads or routes between the county seats of the several counties of the commonwealth, and to the state line and between principal cities, boroughs and towns. They will be marked, built or rebuilt, repaired and maintained by and at the sole expense of the state and they will be under the exclusive authority and jurisdiction of the State Highway Department. Surveys of each route must be made and a map showing all details must be prepared. The several routes shall be taken over by the department on or before June 1, 1912, except that portion of a route which traverses a turnpike road upon which tolls are collected.

The taking over of the toll roads will be deferred until the money from the proposed bond issue becomes available. The bonds cannot be issued until the resolution amending section four of article nine of the state constitution is adopted at the next session of the legislature and afterwards approved by the people.

Section four after amendment will read as follows: "No debt shall be created by or on behalf of the state, except to supply casual deficiencies of revenue, repel invasion, suppress insurrection, defend the state in war, or to pay existing debt; and the debt created to supply deficiencies in revenue shall never exceed in the aggregate at any one time, one million of dollars; provided, however that the General Assembly, irrespective of any debt, may authorize the state to issue bonds to the amount of fifty millions of dollars for the purposes of improving and rebuilding the highways of the commonwealth." This act will be effective January 1, 1913.

In addition to appropriations by the legislature the State Highway Department receives a large revenue from motor vehicle licenses. From January 1 to October 1 of this year the revenue from this source was \$145,631.

During that period about 10,000 more licenses were issued than during the entire year of 1910. The total issue on October 1 was: Registrations, 43,074; drivers, 15,483; dealers, 3,960; motor cycles, 4,727, and special, 849.

Odd Marriage Notices.

Here are some quaint old time marriage notices that have been dug up by the Springfield Union:

In Boston, August 1819, Mr. John Bates of Williamstown, Mass., to Miss Mary Ann Bates of the former place, after a courtship of one hour.

Not this angling well, I ask.

Such tender bait to take?

He caught in one small hour a Bass.

The Bass, though, caught the Bates.

Married, at Bridgewater, Dec. 16, 1788, Captain Thomas Baxter of Quincy, aged sixty-six, to Miss Whittemore of the former place, aged forty-eight years, after a long and tedious courtship of forty-eight years, which they both sustained with uncommon fortitude.

In Boston, April, 1821, by the Rev. William Sabine, Joseph Willcutt to Miss Susan Whittemore, after a tedious courtship of thirteen days, and but thirty-five days after the death of his former wife.

The best way, it seems, a deep sorrow to smother.

For the loss of a wife is to marry another.

Work and Worry.

"Worry wears out more people than work does," said the ready made philosopher.

"Of course it does," replied Mr. Growcher, "for the simple reason that so many of us would rather put in our time worrying about work than doing it."—Washington Star.

contracts are for work on the National Pike in Fayette and Somerset Counties.

State aid highways are provided for in the Sprout law in a manner similar to that provided for under the former law. Applications for state aid in the reconstruction of township roads can be made by the supervisors of a township to the county commissioners, and the county commissioners must then make application to the State Highway Department asking the state to join in the reconstruction of the roads. In this case the township and county each pay 25 per cent of the total cost of the work, the state paying 50 per cent. The board of township supervisors or county commissioners, without the intervention of the other, may make application direct to the State Highway Department asking for state aid in the reconstruction of township roads, and in doing so said township or county agrees to pay 50 per cent of the cost of such improvement, the state paying the balance of the cost.

Applications For State Aid.

A county reconstructing township roads under the act of June 26, 1905, known as the "Finn law," may make application to the Department asking for state aid in the reconstruction of said roads, agreeing to pay one-half of the total cost, the state paying the balance.

The state hereafter will maintain all roads reconstructed as state aid roads and charge one-half of the cost of such maintenance to the respective township or county in which the road is located. Twenty-nine applications, asking for state aid under the law calling for the reconstruction of sixty-four miles, have been received at the State Highway Department.

Several sections of road are ready to be put under contract as state aid roads. The Department is authorized to make a contract for the amount of the share to be paid by the state, plus the respective shares of the townships and counties. The appropriation to carry out the provisions of this act is \$1,000,000 for state aid work for the two years ending May 31, 1913.

The act of May 15, 1909, is repealed and superseded by the Jones act, approved June 14, 1911, which provides for the election of township supervisors and gives the State Highway Department an oversight of the 86,000 miles of earth roads in the state by providing for the board of supervisors of a township making an annual report under oath to the Department on or before January 1 in each and every year.

It also provides that all money appropriated under the provisions of the act shall be expended by the supervisors of the respective townships for the making of permanent improvements on the township's roads, according to plans and specifications furnished by the State Highway Department and under the supervision of the State Highway Commissioner, to without cost to the township, which has the right to withdraw from the township, neglecting or refusing to expend the money as directed, the amount to which it would otherwise be entitled.

Revenue From Motor Licenses.

The Sprout act also provides for the furnishing by the State Highway Commissioner of bulletins of instructions to each board of township supervisors and that official is also to furnish free of charge standards, plans and specifications for permanent improvements in the building of culverts, establishing of grades, proper drainage, and such other matters as he may deem essential. It abolishes the work tax in all townships in the state and provides for a bonus of 50 per cent of the total amount of road taxes collected to be paid by the state, not to exceed more than twenty dollars for each mile of township road in said township. The board of supervisors of a township is to consist of three members, who shall be elected as follows:

The term of all supervisors elected in 1908 shall expire the first Monday of December, 1911. The term of all supervisors elected in 1909 and 1910 shall expire the first Monday of December, 1913. The supervisors will meet on the first Monday in December, 1911, and yearly thereafter. Many

townships have asked the Department to furnish information and plans for small bridges and culverts and to establish grades for the cutting down of hills and the improvement of the roads.

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The number of samples of commercial feeding stuffs collected by agents of the department since the beginning of the year is 667. Of these fifty-seven were found to fall below the guarantee of the manufacturer with regard to nutrient, and prosecutions were instituted, resulting in the payment of \$1107.98 in fines and costs. A few cases are pending.