

PANORAMIC VIEW OF TRACT OF KEYSTONE STATE FAIR AND EXPOSITION COMPANY ALONG RIVER NEAR MIDDLETOWN

KEYSTONE FAIR CO. HAS PLANS

(Continued From First Page)

Large signs bearing the announcement of the purchase as a fair site and the date of opening as 1916 were erected to-day.

H. J. Hamme, who is a wholesale paper dealer of Harrisburg, secretary of the fair company, said that the corporation has been going along in a very modest way since its organization last winter and had not intended making any plans at this time, but had deemed it best to do so following many inquiries since the increase of the capital stock recently to \$1,500,000 and numerous rumors.

The officers of the company are William Albright, of the American Book Company, Camp Hill, president; C. D. Stewart, general sales agent of the Abbott Motor Car Company, Harrisburg, secretary, and A. T. Stewart, Harrisburg, for fifteen years manager for the Deering Harvester Company, general manager.

Following the meeting Secretary Hamme gave out the following statement: "The Keystone Company is incorporated under the laws of the State with a capital of \$1,500,000. It was organized last winter and is now operating very quietly in order to complete its negotiations. It is now ready to begin the actual work of development."

"Surveys have been made for the construction of a two and a half mile automobile roadway, inside of which will lie one mile and half-mile horse courses. Plans are also under way for the erection of a grandstand to seat 60,000 people, together with fireproof auditorium, buildings for the display of all manner of farm products and manufactured goods, garages and machine shops, stabling for 1,000 horses, 1,000 cattle, 800 sheep, 600 pigs and thousands of chickens, ducks, geese, dogs, cats and pet stock.

The fair is to have its own filter plant and pumping station, Telegraph, telephone, electricity, gas, trolley and railroad service are already on the ground.

"It will not depend for revenue alone on two weeks of annual fair exhibition, but will have an automobile meet in the Spring and automobile and other shows and conventions in the winter.

"The first fair will be held in 1916, the management finding that it will be impossible to carry out its building program before that time and it does not want to open the exposition until everything is complete and it can go on a large scale.

"Harrisburg Central Point "Harrisburg was selected for the fair because of its location in the United States Census Bureau figures showing that 18,000,000 people reside within a radius of 300 miles of this city. It is one of the most easily reached points in the United States. The ground purchased was a part of the old Camp Meade site in the Spanish-American war days and was later used for farming purposes by the Heinz interests of Pittsburgh.

"For many years efforts have been made toward the organization of a great State fair for Pennsylvania. The state is wonderfully behind in this matter, Ohio, Indiana, New York, Oklahoma, Kentucky and almost all of the more important States have their fairs and expositions. It has remained for the Keystone Company to round out the project and make it possible.

"Carefully Considered "This State fair idea has not been entered upon without careful consideration of its every phase. Those back of it know that Pennsylvania, the Second State in the union, should have and is amply able to support such a fair and exposition and we propose to give it. We know that the modern fair must exploit the science of agriculture, that it must be educational and inspirational, and above all else interesting to the masses. We plan to give it. We know that the modern fair must exploit the science of agriculture, that it must be educational and inspirational, and above all else interesting to the masses. We plan to give it. We know that the modern fair must exploit the science of agriculture, that it must be educational and inspirational, and above all else interesting to the masses. We plan to give it.

"We will arrange for the building of a two and a half mile roadway and automobile racing will be one of the big features of the exhibitions. This will be designed by experts.

"We also hope to have an automobile meet of national importance once each year, and to give the manufacturers opportunity to meet on common ground for the testing of their machines in a machine shop, and ample storage facilities adjacent to the big track. We have not forgotten horse racing and have provided for a mile and half mile track, with ample stabling facilities. Farm machinery will be one of our principal exhibits.

"Indeed, everything is being done that can be done to give Pennsylvania what it has long needed, a big State fair. All that we want is the support of the farmers, manufacturers and business men in general."

Mr. Hamme said that the company have ample financial backing to carry out all its plans. He said that so far as possible all of the preliminary have been worked out and that everything has been done systematically. A. T. Stewart, who has gone to Pittsburgh on business for the company, said before leaving: "This is a new company and a big one. It is natural that the people should be interested in it. We understand this and shall be glad to have anybody caring to take the trouble to visit us

at our headquarters in the Kunkel building and go over our plans with us. It is going to have a State-wide appeal and I feel that we owe it to the public to take it entirely into our confidence. We have been moving quietly in this matter but along definite lines and with a very clear understanding of just what we can and cannot do to make this project successful and profitable. None of the stockholders hope to get rich quick, but those who have already put their money into it expect certainly that it will be reasonably profitable. We make this assertion after a very careful study of what other fairs have done and are doing."

Mr. Stewart said, in reply to a question as to whether the promoters of the enterprise hoped to get aid from the Legislature.

"That is a matter that has nothing in common with the company. We have not taken it into consideration. At all events we would not be in position to ask the Legislature for an appropriation. We have demonstrated our ability for some years to handle successfully this proposition."

Mr. Stewart further said that during the coming Fall the streets on the fair ground will be laid out, trees planted and other preliminary work done. During the winter it is the plan of the company to have fair and exposition experts of national reputation design the buildings so that contracts may be let in the early Spring and work started as soon as the frost is out of the ground.

Asked whether it was true that several prominent Pittsburghers are interested in the fair, Mr. Hamme said that announcements of the company's directors will be made in a week or ten days and that the board will number among its members at least one well-known Pittsburgher, one Philadelphia and one representing every important agricultural and manufacturing section of the State.

Convicts Make War on Old Demon Rum

Philadelphia, July 6.—Out of a total of 1,478 prisoners confined in the Eastern Penitentiary, 1,008 have signed a petition which will be submitted to the next Legislature asking State-wide prohibition.

The petition is probably the strongest sociological argument ever made against the liquor traffic. Without a word or even a suggestion from Warden McKenty the prisoners confined signed their names and in many instances volunteered to go before a legislative committee and tell how drink has wrecked their lives.

The vote was taken on Independence Day and was made public to-day. On each petition was an appeal to make Independence Day memorable by signing the petition.

"It is unique and the most many document ever sent from a penal institution," was the terse comment of Warden McKenty last night. "It is an appeal to the decent men serving in the legislature to come to the aid of the unfortunate prisoners of the institution. Seventy per cent. of the prisoners claim that their downfall is due to rum. It is certainly a wonderful argument against the liquor traffic."

HAVE YOU A 65-NOTE PLAYER-PIANO?

Don't miss this week's sale of 1,000 standard rolls at 10 cents, 15 cents and 20 cents each. J. H. Troup Music House, 15 South Market Square.—Advertisement.

STEEL CO. CHEMIST WEDS

William Floyd Geary and Miss Bessie Alma Royer were married at 11:30 this morning in the Ridge Avenue Methodist Church by the Rev. J. H. Daugherty. The ring ceremony was used. Mr. Geary is a son of Mrs. Sidney Geary of 1513 Green street, and is employed in the chemical laboratory of the Pennsylvania Steel Company at Steelton. The bride is a daughter of Mr. and Mrs. John Royer, of New Bloomfield. They left on a honeymoon trip to Pittsburgh, Buffalo and Niagara Falls, and upon their return will live at 1513 Green street, Harrisburg.

Letter List

LIST OF LETTERS REMAINING IN THE Post Office at Harrisburg, Pa., for the week ending July 4, 1914: Ladies List—Miss Mame Bard, Miss Maggie Bell, Miss Lillian L. Blinn, Mrs. C. O. Bressler, Mrs. Harry J. Brown, Miss Mamie Brown, Louise Burkholder, Mrs. P. Couret, Miss Helen Dean, Sister Della, Mrs. Fred Dewey D. B., Mrs. A. L. Ferrand, Elizabeth Gross, Mrs. H. H. Hamilton, Misses Bianche Harvey, Mrs. Jessie Hetrick, Mrs. Kathrine Heyne, Miss Mary Johnson, Miss Florence Jones, Mrs. McCurry, Mrs. Thirza Meisenheiter, Miss Cora Miles, Mrs. C. G. Myers, Mrs. Pauline E. Pope, Mrs. Emma Raffensberger, Miss Margaret Reneker, Mrs. Arthur Robinson, Miss Clara Sheeley, Mrs. Henry Sherman, Mrs. Louise Sherman, Miss Betty Sherwood, Minnie H. Shoemaker (D. L.), Mrs. Addie Snyder, Mrs. Chester M. Lickel, Mrs. Logan, Mrs. John C. McCarril, Robert McBride, B. B. Miller, H. H. Mitchell, Clarence Morris, M. B. Nan, H. T. Patterson, Chas. D. Peck (D. L.), W. C. Peck, G. S. Peterson, Mr. and Mrs. H. D. Pettit, D. Lettroy Reeves, Harry Rose, M. C. Sexton, Edwin Fonder Smith, John Stahl, J. Hervey Sternberg, R. L. Waddell, Charles Washington, Edwin Watson, Pat. E. Wm. Weiss, George A. Winkle (D. L.), James Wright, Samu. Wylie, G. W. Tompson, W. H. Turner.

Firms—Bingham & Thornton (2), Harrisburg Five, No. 107, Manor Real Estate and Trust Co., Premium Supply Co., Superintendent Special Certificates and Congress.

Foreign—DiLutus Donato, M. S. T. Dunbar, Jakob Grill. Persons should invariably have their mail addressed to their street and number, thereby insuring prompt delivery by the carriers.

FRANK C. SITES, Postmaster.

SAMUEL POORMAN DIES AT HIS HOME

Eventful Life of Old Organ Builder Comes Suddenly to a Close



SAMUEL POORMAN

While sitting quietly at his home, 211 Boas street, yesterday at 5:30, reading the evening paper, death came suddenly to Samuel Poorman, a veteran organ builder of this city. Mr. Poorman had not been ill, and just a few minutes before had ordered supper from his housekeeper, Miss Stober.

On June 7 he celebrated his ninety-third birthday. He was hale and hearty, a great reader, and liked to tell of his experiences in the navy and discuss important topics of the day.

Mr. Poorman was born on his father's farm—now the Stauffer farm—beyond Shoop's Church, June 7, 1824, entering the United States navy at the age of 18 as a ship carpenter, on the frigate Cumberland, which soon after sailed on a cruise to the Mediterranean Sea. He was transferred to the United States sloop of war, the Plymouth and honorably discharged from the navy in 1847 at New York.

He then came to Harrisburg and followed his trade and cabinetmaking for several years.

January 30, 1850, Mr. Poorman was united in marriage with Miss Elizabeth Stees, who died in Harrisburg October, 1907, after a wedded life of fifty-seven years. At the outbreak of the Civil War they removed to New York, where Mr. Poorman worked at church organ building and repairing, for which he always had a natural talent.

Built Many Organs In 1859 Mr. Poorman was called to Harrisburg to overhaul the organ at St. Patrick's Pro-Cathedral, which had been damaged by fire, and he also enlarged and repaired the Calder Memorial organ at Grace Methodist Church.

He has since resided here with his daughter, Miss Bessie E. Poorman, who with her sister, Mrs. S. E. Thomas of Palmyra, Pa., and three grandchildren survive him.

Funeral services will be held Thursday afternoon at 2 o'clock from Shoop's Church, in which Mr. Poorman was christened and confirmed, with the Rev. John Henry Miller, pastor of the Holy Communion Lutheran Church officiating. The pallbearers will be all relatives, S. A. Fishburn, S. D. Fishburn, Henry Stees, Calvin Fishburn, John Poorman, L. E. Thomas and Charles Schell.

CHILD DIES

Dorothy Gladys Ulrich, three-year-old daughter of Mr. and Mrs. Oscar Ulrich, 724 Ash street, died at noon to-day of blood poisoning following an operation for appendicitis. The funeral will take place Thursday afternoon at 2 o'clock. The Rev. Henry Hanson will officiate. Burial will be made in Harrisburg Cemetery.

RETIRED BRAKEMAN DROPS DEAD

Phillip Stimmel Updegrave, who was a retired Pennsylvania Railroad brakeman living with his brother, William C. Updegrave, at 120 State street, died last night with heart disease in the Broad Street Station, Philadelphia. He left here yesterday for a visit to Baltimore, and returning, reached Philadelphia at 7 o'clock. He was sent to Hahnemann Hospital, but was not alive when the body reached there. The body will be sent here to-day, and the funeral will take place Thursday afternoon at 1:30. Services at the home will be in charge of the Rev. Harry B. King, of Paxtang, former pastor of the Kings' Presbyterian Church, this city. Burial will be made in the East Harrisburg Cemetery.

FUNERAL OF ABRAHAM BOAK

The funeral of Abraham Boak, pioneer ironworker, will take place from the home, 122 Verbeke street, Thursday afternoon, at 3:30. Burial will be made in Harrisburg Cemetery.

"Perils of Pauline," 7th episode, Wednesday at the Photoplay.—Adv. De Congress.

FEDERAL RULES ARE CRITICIZED

State Game Commissioners Hear Report by Dr. Kalbfus on Game Regulations

Members of the State Game Commission are in session to-day discussing the game propagation work for the coming half year and the effect of the federal regulations regarding the shooting of wild fowl. The commission has before it an elaborate report by Dr. Joseph Kalbfus, secretary, in which he says that the closing of a number of counties in the central part of the State where deer hunting has resulted in an increase of deer and brought about good prospects. The commission secretary also says that in his opinion the liberating of elk in a wild state was a mistake. The price of sportsmen's licenses is criticized as not possessing the advantages of the system of game preserves in which game is protected at all seasons of the year and allowed to breed naturally.

The question of federal regulations is to be given much consideration as it is held that the rules promulgated are not what they should be. Dr. Kalbfus to-day urged that sportsmen's fees should be given some consideration in framing rules inasmuch as the sportsmen are paying liberally through the hunters' license act.

Much of Dr. Kalbfus' report is devoted to consideration of establishing a game preserve in the Allegheny forests of the State may be stocked with animals and birds. "Because of State laws forbidding the shipment of game birds," says Dr. Kalbfus, "it is now impossible to secure game birds such as quail and wild turkeys even in limited numbers for propagating purposes."

Dr. Kalbfus takes the view that not only must the State be stocked with game under ordinary circumstances, but that it is the duty of the State to provide for the birds and mammals which are naturally occurring in the State, and that the licensed hunter who delights in pursuing quail, for instance, ought to find this quarry just as much as the deer hunter ought to find deer.

Ruffed grouse and wild turkeys naturally notwithstanding have become scarce and cold. "Wild turkeys have, because of help given them through the dispersing of game birds by sportsmen, wintered well" and the supply of wild turkeys is greater than it would have been if last year would have been an open season for these birds. Kalbfus says that "quail have almost entirely disappeared from certain sections of the state. In other sections of the state, through the care of game laws, and the New Jersey State game farm on Barnegat Bay, Northampton, Lehigh and Clinton counties, while ten or more were kept on the Perry county preserve and are now propagating. A number of wild turkeys were raised by the Perry county mission on the Lehigh preserve, but none were distributed from that point.

Dr. Kalbfus has "very serious doubts" about the possibility of raising quail in captivity and that "qual observations which he has made at the preserve of the American Game Protective and Propagating Association at the Cape Fear, and the New Jersey State game farm on Barnegat Bay, he doubts the feasibility of raising them in semicaptivity. He says that it is not an attempt to raise quail in a game farm, but to raise them in a place probably be obtained for the same amount of money by leasing hunting privileges on certain farm lands and the sportsmen's idea should be given consideration in matters of this character. I believe that through the unfair and arbitrary regulations formulated by the committee of three at Washington concerning seasons for game that more harm has been done to the cause of protection to migratory birds than could have been accomplished in any other way. The number of men in the United States, and it seems to me that what has been done now is but the beginning of the work that will come to sportsmen from this source."

Business Locals

USED PIANOS AND ORGANS The more new pianos and player pianos we sell, the more used pianos and organs are taken in exchange as payment. These instruments are thoroughly overhauled so as to give excellent service. We have a number of these on hand now that will be sold at a very low price. Yohn Bros., 8 North Market Square.

A CHEAP BICYCLE

It cost you twice as much as it is worth in up'ee. The Flying Merkel is the most up-to-date bicycle in the market. Each part entering into the construction is made in their own factory where they are given careful attention. It is given to every little detail. Keystone Supply Co., 14 North Third street, bicycle repairing and electrical fairs.

YOU'D PICK UP \$3 OR \$10?

We are offering you a special reduction of \$3 to \$10 on a custom-made suit or overcoat? It's real money saving while the value continues to be sewn into the garments as before. Between seasons we are obliged to sacrifice profit in order to keep our efficient working force busy. George F. Shope, the Hill tailor, 1241 Market street.

GROWING FEET

Of children require special care in summer. Light weight, cool and comfortable footwear should be selected. Our white canvas shoes for children are \$1.25, \$1.75 and \$2 are the most dressy as well as comfortable shoes for the summer days. Deichler, Thirtieth and Market streets.

WHERE SHALL I GO?

To the Victoria, of course! When you are strolling around aimlessly and have no particular place to go and no particular thing to do, it is of immediate importance that needs immediate attention, step into the Victoria Theater and see the humor, drama or scenic attractions of the world. The Victoria is first and always the best at the Victoria.

TO BE A WELL-DRESSED MAN

Be a Simms man. It is the fine attention to detail that makes the Simms custom-tailored garments stand out among all the rest. It is the personal time, attention and attention that Simms gives to the building of a garment from the choice of a fabric to the finished product that will north with "men who care." 22 North Fourth street.

"BERKEY & GAY"

The mark of quality in furniture. When you see a piece of furniture with the name of Berkeley & Gay in or on it, you know that it is produced by the firm that made Grand Rapids famous as a furniture city and the greatest producers of furniture of the better sort. On display in the new building at 206 Walnut and 209 Locust streets.

TOO MUCH STARCH

If your negligee shirts have too much starch in them they will be uncomfortable on hot summer days. This is one of the things we try to give special attention to; just enough starch to give the shirt a proper appearance consistent with cool and comfortable wearing qualities. For good laundry work try the Troy. Either choice brings our wagon. Hoffman & Schooley.

THE HAPPY PAINTER

Will be pleased with his job when he comes and finds that you have ordered the famous Davis paints from the Shaffer Sales Co. A painter always appreciates quality materials to work with, as his reputation for workmanship depends largely on what he has to work with. When you want the best for interior or exterior or roofs call at 80 South Cameron street.

Pennsylvania and New Jersey are different and he expresses the belief that a satisfactory adjustment will soon be made. Dr. Kalbfus' opinion is that the troubles have arisen because scientists have been charged with drafting the regulations and enforcing the law. Dr. Kalbfus concludes his report as follows:

"In summarizing game in Pennsylvania, with the exception of quail, seems to have increased during the past year and I believe we have more some of various kinds at this time than we have had for years in Pennsylvania.

"The deer released in the several counties that have been closed to the hunting of deer appear to be doing well.

"Because of the disposition of elk to wander far and to destroy growing crops I consider the releasing of elk in Pennsylvania to have been a mistake.

"The effort to raise game in captivity in various sections upon what are known as game farms does not appear to have been rewarded by the desired measure of success and it seems to me that our method of raising game in the wild state upon sanctuaries whereon additional protection is accorded through the extermination of vermin and in other ways is the true solution of this problem.

"I believe for various reasons that hunting is a national necessity; that because this is so it is the duty of the State to supply the greatest extent possible lands whereon men may hunt without running against trespass notices, and also to supply game of various kinds to be hunted.

"I believe it is the duty of the State to bring hunting as near to the home of the sportsmen as is possible. How it is to be accomplished is an open question.

"I believe our laws relative to hunting should be fair and reasonable and uniform and that sentiment should not be given undue consideration in matters of this kind. I believe that sportsmen are better fitted to draft game laws than are scientists or any other class of men. Sportsmen in Pennsylvania to-day are not hunters, but are supplying the money through which protection is given not only to game but to song and insectivorous birds, and the sportsmen's idea should be given consideration in matters of this character. I believe that through the unfair and arbitrary regulations formulated by the committee of three at Washington concerning seasons for game that more harm has been done to the cause of protection to migratory birds than could have been accomplished in any other way. The number of men in the United States, and it seems to me that what has been done now is but the beginning of the work that will come to sportsmen from this source."

ARE BLAMED FOR STATE OF ROAD

(Continued From First Page) pration section of the act, as super-seeded and thereby prevent any payment of money was presented to the Judge this morning.

Thomas A. Crichton, cashier of the State Treasury, who appeared for the petitioners, claimed that constitutional questions affecting the auditing system of the state and involving millions of dollars should be settled before the fiscal officers should be required to make payments as directed by the court in passing on the act.

Bell Makes Charges

"What is this grave constitutional question that has been so much talked about and never argued?" demanded Mr. Bell, who recalled that the constitutionality of the act was not discussed in the hearings. He contended that the act specifically appropriated the income from automobile licenses to highway purposes, just as a bequest of "all" of the estate of a decedent was valid without specifying an amount.

"It is conceded that the State roads all over the commonwealth for which the State is responsible are in a condition that jeopardizes life and limb and personal property. The Highway Commissioner has been hailed to the bar of courts for neglect when it is not his neglect. He can't repair roads if the fiscal officers refuse to pay the money he requires. There is a public demand, a demand all over the state, that the roads be put in safe condition."

Pointing out how the fiscal officers had blocked the determination of the question they had raised, he said that the fiscal officers had shown official contumacy and that the application bordered on an "insult to the intelligence, dignity and orderly administration of affairs of the people of the state."

"Now," said Mr. Bell, "after the Supreme Court has adjourned for vacation they have the legal frontentry, the temerity, to come with an appeal that cannot be argued until fall. It will be the eve of winter before it can be decided. King Frost will possess the earth and the time for road making will have gone by. The highways are bad now. What will be their condition then?"

Resorted to Delays The Attorney General said that the records showed that Young and Powell, lawyers themselves, had lawyers at their elbows and had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Bell said that those who drew the act appropriating the auto income for road purposes had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Crichton contended that if the officials were required to pay and a supersedeas refused it would complicate matters and that in the event of an adverse decision recourse might be made on the bonds of officials. He said that there was danger of climi-

ARE BLAMED FOR STATE OF ROAD

(Continued From First Page) pration section of the act, as super-seeded and thereby prevent any payment of money was presented to the Judge this morning.

Thomas A. Crichton, cashier of the State Treasury, who appeared for the petitioners, claimed that constitutional questions affecting the auditing system of the state and involving millions of dollars should be settled before the fiscal officers should be required to make payments as directed by the court in passing on the act.

Bell Makes Charges

"What is this grave constitutional question that has been so much talked about and never argued?" demanded Mr. Bell, who recalled that the constitutionality of the act was not discussed in the hearings. He contended that the act specifically appropriated the income from automobile licenses to highway purposes, just as a bequest of "all" of the estate of a decedent was valid without specifying an amount.

"It is conceded that the State roads all over the commonwealth for which the State is responsible are in a condition that jeopardizes life and limb and personal property. The Highway Commissioner has been hailed to the bar of courts for neglect when it is not his neglect. He can't repair roads if the fiscal officers refuse to pay the money he requires. There is a public demand, a demand all over the state, that the roads be put in safe condition."

Pointing out how the fiscal officers had blocked the determination of the question they had raised, he said that the fiscal officers had shown official contumacy and that the application bordered on an "insult to the intelligence, dignity and orderly administration of affairs of the people of the state."

"Now," said Mr. Bell, "after the Supreme Court has adjourned for vacation they have the legal frontentry, the temerity, to come with an appeal that cannot be argued until fall. It will be the eve of winter before it can be decided. King Frost will possess the earth and the time for road making will have gone by. The highways are bad now. What will be their condition then?"

Resorted to Delays The Attorney General said that the records showed that Young and Powell, lawyers themselves, had lawyers at their elbows and had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Bell said that those who drew the act appropriating the auto income for road purposes had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Crichton contended that if the officials were required to pay and a supersedeas refused it would complicate matters and that in the event of an adverse decision recourse might be made on the bonds of officials. He said that there was danger of climi-

Million Held Up

Pointing out how the funds thus appropriated have been held up and now, to the extent of well over one million dollars, lie in the State Treasury; that the roads have fallen into disrepair and in many cases are in the dangerous condition that if the funds are not available within the immediate future, not only will the repair expense become much greater, but also there will be injuries to persons and properties arising from the bad condition of the roads, he said that there is no question but that the State Highway Commissioner intends to apply these funds in a proper manner.

The answer to the question, to emphasize the nature of the hold-up, sets forth brief history of the litigation thus far over the fund, as brought out in the trial of the case. This resume recites the effort made by the State Highway Commissioner from February 17 to the present time to force the Auditor General and the State Treasurer to honor requisitions drawn on the automobile funds. The delays and evasions of the Auditor General and the State Treasurer are fully set forth with dates.

Additional evidence of procrastination are set forth in the answer wherein it calls attention to the fact that the Dauphin county court decided against Messrs. Powell and Young on June 8 and that no appeal was taken until June 24, more than two weeks thereafter, although it was well known that the Supreme Court would meet on June 30 and might have heard the case at that time if an appeal had been taken promptly.

ARE BLAMED FOR STATE OF ROAD

(Continued From First Page) pration section of the act, as super-seeded and thereby prevent any payment of money was presented to the Judge this morning.

Thomas A. Crichton, cashier of the State Treasury, who appeared for the petitioners, claimed that constitutional questions affecting the auditing system of the state and involving millions of dollars should be settled before the fiscal officers should be required to make payments as directed by the court in passing on the act.

Bell Makes Charges

"What is this grave constitutional question that has been so much talked about and never argued?" demanded Mr. Bell, who recalled that the constitutionality of the act was not discussed in the hearings. He contended that the act specifically appropriated the income from automobile licenses to highway purposes, just as a bequest of "all" of the estate of a decedent was valid without specifying an amount.

"It is conceded that the State roads all over the commonwealth for which the State is responsible are in a condition that jeopardizes life and limb and personal property. The Highway Commissioner has been hailed to the bar of courts for neglect when it is not his neglect. He can't repair roads if the fiscal officers refuse to pay the money he requires. There is a public demand, a demand all over the state, that the roads be put in safe condition."

Pointing out how the fiscal officers had blocked the determination of the question they had raised, he said that the fiscal officers had shown official contumacy and that the application bordered on an "insult to the intelligence, dignity and orderly administration of affairs of the people of the state."

"Now," said Mr. Bell, "after the Supreme Court has adjourned for vacation they have the legal frontentry, the temerity, to come with an appeal that cannot be argued until fall. It will be the eve of winter before it can be decided. King Frost will possess the earth and the time for road making will have gone by. The highways are bad now. What will be their condition then?"

Resorted to Delays The Attorney General said that the records showed that Young and Powell, lawyers themselves, had lawyers at their elbows and had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Bell said that those who drew the act appropriating the auto income for road purposes had resorted to legal subterfuges and technical delays. Speaking on the situation with regard to roads, he said:

"The action of these officials is against the welfare, interests and safety of eight millions of people whose money has gone into the Treasury, been specifically appropriated by the Legislature and whose mandate is defied. The highways are intolerable and will be impassable soon. It is a living disgrace to the state that the highways are forced to remain a menace to the safety, life and limb of every one who travels on them."

Mr. Crichton contended that if the officials were required to pay and a supersedeas refused it would complicate matters and that in the event of an adverse decision recourse might be made on the bonds of officials. He said that there was danger of climi-</