

MONEY NEEDED FOR STATE'S SCHOOLS

Dr. Schaeffer Discusses the Situation in Regard to Appropriations

Pennsylvania is called upon by Nathan C. Schaeffer, State superintendent of public instruction, to provide more money for the advancement of its school system and to improve conditions in rural districts in his annual report which was given out here today. The report is a summary of education in the Keystone State and is rather seriously discussed. In the course of his statement on the finances Dr. Schaeffer says: The revenues of the State are diminishing, whilst the expenses are increasing. The demand for inspection in new fields has led to the multiplication of boards, bureaus, commissions and other agencies of supervision. In some States every thirtieth man is an officeholder. At times the agencies of government control overlap in their jurisdiction and issue conflicting regulations. Constitutional conventions have been suggested as the best means of wiping the slate clean and starting anew. If this were the proper place much might be said in praise of the benefits which the public has derived from the activities of our newly-created governmental agencies. The fact, nevertheless, remains that the school appropriation has not kept pace with the growth of the public schools. Whilst the local needs have greatly increased the appropriation per pupil and per school has annually diminished during the last ten years. The rural districts are especially in need of help. Dr. Schaeffer attacks the school buildings that exist in many places and the financing of education. "The situation can hardly be expected to remedy the districts where school buildings are at their worst and where the taxation has reached the limit of the burdens which the happy taxpayer feels able to carry," he says, in discussing the system of county and State standards of buildings which has been devised by the State Board of Education. "It is to be hoped that the school fund will grow rapidly enough to furnish revenue for aiding and stimulating the reconstruction of the schoolhouses which are a source of shame to the citizen of a rich State like Pennsylvania."

Keep Up Efficiency

"The efficiency of a school system depends more upon the quality of the instruction than upon the physical equipment. The taxation in connection with the liquidation of bonds should not interfere with the current expense involved in the efficient running of the schools," declares Dr. Schaeffer after discussing bond issues. "The bond issue may be so large as to embarrass the treasury and check educational progress. It is a doubtful policy to pool the public by the creation of a fine building when this must lead to a lowering of salaries and to a deterioration of the teaching force." The development of the high school is declared "the most remarkable phenomenon in American education." Buildings built for twenty years become overcrowded in five and "then comes the temptation to place the pupils on half-time—an arrangement that is never satisfactory." Dr. Schaeffer also says that "parents and teachers in general are beginning to realize that the youth who quits school before graduating from high school is shutting against himself the door of opportunity in a hundred different directions" and he says that the school should educate for leisure as well as vocation. If the hours are not needed for bread winning are spent in dissipation and riotous living, the eight-hour day, for which labor is struggling, will prove a curse instead of a blessing. Dr. Schaeffer commends drawing and music and remarks that "athletic and sports are used to develop strength work in the fields and in the garden seems to have been forgotten as a means of physical development."

Should Insure

Insurance in the State insurance fund against employers liability is recommended as reciprocity because the State appropriates to the schools and Dr. Schaeffer warns against shortening school terms when epidemics come unless it is demonstrated as absolutely essential.

Employers Willing to Do All in Their Power

"Employers have shown a surprising willingness to do all in their power to adjust the working hours of the minor to those of the adult," says Dr. Schaeffer in discussing vocational education and continuation schools. Ninety-eight districts opened continuation schools with 24,000 children in attendance and 350 teachers. The superintendent says that there should be vocational guidance as well as education and remarks: "The industries should not look to the schools for their supply of unskilled laborers. The lack of laborers on the farm and in the shop is an economic problem beyond the power of the schools to solve." Farmers who have "good bank accounts and possess automobiles" are rapped for taking boys out of school to work on the farms when there is no necessity. "Is it any wonder," asks Dr. Schaeffer "that in such instances the boys leave home to seek employment in cities and towns because they feel that if they remain on the farm they will be deprived of an education. The new agricultural high schools, of which there are twenty-four in the State, are commencing to show results in "community service." The 500 now enrolled should be 5,000.

PENN HIGHWAY BOARD TO MEET

Will Perfect Plans For Marking Road at Session in Johnstown

The board of governors of the William Penn Highway will hold its October meeting in Johnstown next Monday, and will perfect plans for the marking of over 400 miles of main and alternate roads, as well as complete arrangements for the formal opening of the New York extension at Easton, November 2. At this opening, which occurs near the center of an eight-mile stretch of new concrete road, Governor M. G. Brumbaugh, of Pennsylvania, and Governor Fielder, of New Jersey, will be central figures.

At Monday's meeting, also, road governors will be chosen for Montgomery and Washington counties. Announcement is also to be made of the association's attitude toward the road question as it exists in Pennsylvania. It is expected that the association will urge voters to cast their November ballots for Senators and Assembly candidates who are modern in their road views.

Several delegations from various parts of the State will be present at the Johnstown meeting. One is from State College, which wishes the William Penn Association to designate a detour from Lewistown to Tyrone, through State College, as "the State College Detour." A delegation from Wilkesburg will be present in reference to the William Penn route through Allegheny county, Easton and Allentown people will be present to discuss plans for the road opening at Easton. The good roads committee, of the Johnstown Chamber of Commerce, will entertain the board of governors and committee chairman from various counties at luncheon at the Fort Stanwix Hotel.

It will cost the Berks-Dauphin Turnpike Road Company from \$75,000 to \$80,000 to place its pike between Hummelstown and Womelsdorf in condition that will be satisfactory to the Public Service Commission, which recently ordered the company to have the entire distance rebuilt prior to July, 1918. The placing of this stretch of road in good condition will mean continuous permanent highway from Cresson, Cambria county, to Philadelphia, over the William Penn Highway.

It is not yet beyond the range of possibility that the turnpike company may decide not to build at all, but to sell to the State, in which event the total road tolls remaining on the William Penn Highway between Philadelphia and Pittsburgh will be only forty cents, and fifteen cents of this toll will have been paid within a year.

Maxwell's Comeback Told by C. W. Barron

The inauguration of dividends at the rate of 10 per cent. per annum on Maxwell Motor common may awaken the public to a realization of the pace at which Maxwell is now coming forward. Maxwell antedated Ford in large output in the popular-priced field, and there are probably more Maxwell engines of early dates still on the highways than of any other make. But there came a time when Maxwell had to rebuild financially from the foundation up. How efficiently was the rebuilding indicated by the inauguration of the present 10 per cent. dividend rate.

To find out what is under it in factory, organization and management, the writer took a little time recently to get down to fundamentals at Detroit. He found Maxwell motor cars being turned out of the factory at such a pace that an enormous circus tent had to be provided for their covering between factory and freight car until more buildings now under way could be finished.

The record hung up the day he left was 412 cars, and the previous day was also over 400 for output, a present capacity and output at the rate of 120,000 cars per annum against 60,000 put out the past twelve months and 30,000 the previous year.

The progress of Maxwell has been town talk in Detroit. Its success is due:

- First, to the one model policy. Second, a good name, never changed and always mechanically maintained. Third, a sound financial policy. Fourth, good generalship manifesting itself in every detail from laboratory and shop efficiency to an educational advertising campaign and an intelligent selling organization covering the entire country. Fifth, consistent large educational newspaper advertising. When Walter E. Flanders, President of the Maxwell Company, was selling heavy machine tools made in Rhode Island, and getting in touch with everything in manufacturing organization from chemist to salesman, he little dreamed of his future. The industry where he was to make his mark had not been born, but unconsciously he learned who was who and what was what and how to put them together. In the Ford factory his ability in organization and in economical mechanics had full play. To-day, it has fuller play in the Maxwell works, where armies of wheels and trains of bodies move over and under each other and pass off the platform in completed cars for final inspection. But it is the steady march of Maxwell motors over the country from factory to individual operator that has put \$3,500,000 clean cash in the

Maxwell bank account with no debts.

The outlook, the orders ahead and the manufacturing, selling and distribution organizations have placed Maxwell on its present dividend base. Yet this 10 per cent. dividend on present output does not represent as much as \$12 per car, or 2 per cent. of the \$595 selling price. Like Bethlehem Steel, the common stock, about \$13,000,000, is in relation to the gross business relatively small. Ahead of the common stock is about \$13,000,000 of 7 per cent first preferred stock, and about \$19,000,000 of 5 per cent. second preferred. The company has no debt, funded or floating. The dividend charges ahead of the common shares, including sinking funds, are under \$1,750,000. Yet the company has earned this past year about \$5,500,000 with reduction in the price of its cars, and proposes this fiscal year, beginning August 1, to again double its output, reaching a total of 120,000 cars per annum, and increase its net earnings by 50 per cent while reducing the selling price \$50 per car.

HUGHES LEADS IN BETTING Odds Less Than 2 to 1 With Plenty of Wilson Money at Hand

New York, Oct. 14.—Stock Exchange members, speaking of election bets, told of a wager on the floor of \$700 for Wilson against \$1,000 put up by a Hughes backer. Another wager of \$5,000 by a Stock Exchange man on the President against \$5,000 on Mr. Hughes was reported. These transactions indicated the irregularity of odds.

HIKE THROUGH PARK Members of the Harrisburg Natural History Society enjoyed a hike through Wildwood Park this afternoon.

POWELL POINTS TO STATE FINANCES

Auditor General Shows That Millions Are to Come in Before Long

Receipts of \$1,699,870.34 in the first half of October are reported by the Auditor General's department, which to-day issued a summary of the operations of the fiscal department of the State government and called attention to the fact that tax settlements for large sums of money are in process. This means that big payments will be made before the end of November. The statement issued is as follows: "Receipts since October 1 of \$1,699,870.34 are shown by Auditor General Powell's statement at the close of business for the first half of the month. Receipts for the fiscal year to that date are \$23,813,811.08. Ex-

J. M. SMITH Hard Wood Floors LAID AND FINISHED

OLD FLOORS RENOVATED STAIRS COVERED WITH HARDWOOD FLOORS KEPT IN CONDITION

6219 Brookwood St. Harrisburg, Pa. Bell Phone 2425 United 273-W

PAID NEED MONEY

Appeal to the people of the city to help care for a destitute family, which was reported yesterday to the Associated Aids Societies, was made to-day through the newspapers by Secretary John Yates. Contributions should be sent to the Associated Aids Societies, 5 North Market Square.



Three times the calls—the customers—the profits

and by a deferred payment plan a Vim pays for itself out of its earnings. Does that mean anything to you?

With a Vim you can cover three times as much ground as with a horse and wagon, and at no greater expense; but unlike horses—no resting—no substituting—it keeps right on going day after day, satisfying customers—advertising your business by its clean-cut appearance and efficient work.

The Vim—thoroughbred of the delivery world—treat it right and like a thoroughbred, it will establish records that will fairly stagger you.

Buy a Vim—you pay only for solid substantial worth. No fussy fittings—as sales arguments, to cover up real vital features—but honest steel and iron, so constructed as to meet and conquer the most strenuous service.

From fender to tail light, a car that does a real day's work, every day in the year.

Supernormal in construction—big in loading space (106 cubic feet)—low in gasoline consumption—the one product of the largest exclusive producers of delivery cars in the world.

The first cost is the only cost, and the

marvelously low price is made possible only by intense manufacturing concentration.

One chassis only—the famous Vim Chassis—but eleven standard bodies—each clean-cut—attractive—business-like—one of them perfectly suited to your needs.

If there's business beyond your reach, a Vim will go get it. If a customer wants his purchase in a hurry, a Vim will take it—quickly—economically.

Vim Open Express Model is \$695—Closed Panel Body \$725.

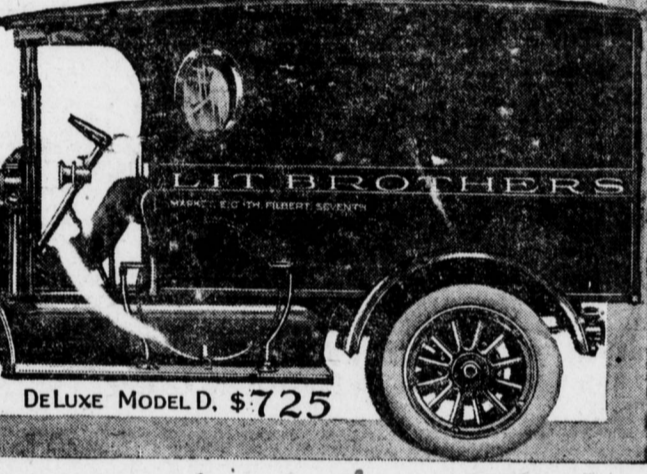
Merchants big or little may purchase Vim Trucks from any Vim Dealer on monthly installments.

\$.150 a day pays for it. Not as much as you pay that extra driver.

Andrew Redmond, Distributor

Third and Boyd Sts. Harrisburg, Penna.

Bell Phone 2133 C. V. 418-W



DELUXE MODEL D. \$725

Bringing Up Father

Copyright, 1916, International News Service

By McManus



FOR GOODNESS SAKE - WHAT'S THE MATTER WITH YOU -

IT'S TOO BAD!

DID YOU HEAR THE NEWS ABOUT CLANCY MEAD?

I HEARD HE WAS SICK - BUT IN NO DANGER!

WELL - THE DOCTORS HAVE GIVEN HIM UP!

WHAT'S THE MATTER WITH HIM?

HE WON'T PAY THEM -