

STATE WILL PAY THE TOWNSHIPS

Hundreds of Thousands of Dollars Will Be Sent to Districts This Year

Pennsylvania will start to make good this week in its long deferred payment of the State aid to townships for maintenance of their dirt roads under the Jones act.

The payments will be made out of the appropriation of \$1,873,470.40 made by the Legislature to meet the deficiency due to failure to pay for 1910, 1911 and 1912.

Under the plan worked out by the fiscal officers and to be followed by the Highway Department in sending down requisitions \$727,373.34 will be paid out for 1910 and \$201,959.86 for 1912.

Payments will be held up on townships which have not filed their annual reports. Joseph W. Hunter, first deputy commissioner, has sent notice that all delinquent reports must be filed by August 1.

Table with 2 columns: County Name and Amount. Includes Adams, Allegheny, Armstrong, Berks, Berks, Bradford, Bucks, Cambria, Cameron, Carbon, Center, Chester, Clarion, Clearfield, Clinton, Crawford, Cumberland, Dauphin, Delaware, Erie, Fayette, Forest, Franklin, Fulton, Greene, Huntingdon, Indiana, Jefferson, Juniata, Lackawanna, Lancaster, Lawrence, Lebanon, Lehigh, Luzerne, Lycoming, McKean, Mercer, Mifflin, Monroe, Montgomery, Montour, Northampton, Northumberland, Perry, Pike, Potter, Schuylkill, Snyder, Somerset, Susquehanna, Tioga, Union, Warren, Washington, Westmoreland, Wyoming, York.

FULL CREW VETO OUT PROMPTLY

News of Governor's Action Placed on Doorsteps of Railroad District

Thanks to the excellent distribution system of the circulation department of the HARRISBURG TELEGRAPH, the news of Governor Brumbaugh's action on the bill to suspend the operation of the full crew law was placed on the doorsteps of the great part of Harrisburg's railroad population, the people most interested, on Saturday evening.

The whole big railroad district of Harrisburg was served with the edition containing the announcement of the action and a short summary of the reasons notwithstanding the fact that the Governor's action did not become known until after 4 o'clock.

Numerous messages have been received over the telephone at the HARRISBURG TELEGRAPH offices thanking the newspaper for giving the news that so many people wanted to learn and appreciating the efforts made to serve thousands of homes with the only edition of any newspaper in Harrisburg to carry the information that day.

For the benefit of those who did not get a chance to read the veto, the document is given here in full. "This bill suspends in toto the 'Full Crew' law of 1911 for the period of the war with Germany and one month thereafter. The bill is based upon the statement that there is a shortage of labor during this wartime and that the industrial situation may be relieved by a suspension of labor laws for a period."

"I have delayed action upon this measure to the latest date, in the hope that some new factor might arise in its consideration. I have given many days to a critical study of the situation involved. I have gone over, again and again, the statements, verbal and in writing, that have been presented me. No one has been denied patient audience and no line of information has gone unnoted."

"Before this bill was introduced I noticed a statement, issued by the responsible officials of the railroads operating in Pennsylvania, and printed by the newspapers of the state, to the effect that a bill was about to be introduced in the Legislature of similar import to that which was at that time enacted into law in New Jersey and directly in line with the bill which two years ago was passed by the former Legislature, but which failed to become a law."

"To Senators interested in the corporations and later to them again in the presence of other persons, including an important official of one of our leading roads, I pointed out the misleading statements in this pronouncement. The bill before me is not of similar import to the New Jersey law. That law retains the so-called 'Full Crew' save on such trains as the Service Commission, after due hearing, may decide to have them removed. The bill vetoed two years ago was not directly in line with the New Jersey law. The bill of two years ago removed absolutely from all trains the extra men, known as the 'Full Crew' men, and no one could return to such places, save by decree of the Public Service Commission."

"This bill is not of similar import nor is it directly in line with either the New Jersey law or the bill of 1915. This is an absolute suspension of the entire law for the full period of the war and one month thereafter. 'So far as an executive honorably could do so, I indicated what, in my judgment, would be the wise and fair procedure. The same evening, at the conclusion of the conference, this bill was introduced. Surely the parties at that conference would not fail to understand its import."

"When the bill was in transit and in order to have the mind of the National Government upon suspension of labor laws during the war, addressed President Wilson in a letter under date of June 1, 1917, and June 4, 1917, he replied as follows: 'I think it would be most unfortunate for any of the States to relax laws by which safeguards have been thrown about labor. I feel that there is no necessity for such action, and that it would lead to a slackening of the energy of the Nation rather than to an increase of it, besides being very unfair to the laboring people themselves.'"

"Both these letters were given to the press from Washington, at the time, and were matters of common knowledge. Since that time, directly and through a committee of the Public Service Commission, there has been given me a most lucid and compelling statement of the need of men in France to care for the army we are assembling there. The logic of this statement is manifest, but it must be borne in mind that the munitions and supplies to maintain the army of the republic in France must be assembled in this country, transported by rail to the seaboard, thence across the ocean by vessels and then from port to battlement. The army needs manpower here quite as much as it needs manpower there. To fail here is to deny success there. To transfer men from one part of a vital line of transportation is not to insure success, but only to change the locality of disaster. The great trunk lines of this country in patriotic endeavor must have all the assistance, including men, that they need. The welfare of our soldiers and the cause they represent are alike dear to me and have had and will have my utmost support."

"Moreover, since July 1, 1917, it is public knowledge that many passenger trains have been canceled. This is wholly commendable. It gives the already congested railroads opportunity to move men, supplies and munitions with the least delay. It is true that, as a consequence, trains, freight and passenger, are longer and heavier than before. The accident statistics tell the sequel. To lessen the number of men set to safeguard life and property when the hazard is, therefore, increased, is scarcely the procedure that thoughtful men can commend."

"The Executive notes that in a sister state of great industrial resources and of large population, the governor vetoed a bill that proposed to suspend labor laws during the war and also notified the assembly that he would not approve a repeal or suspension of the 'Full Crew' law there, as here, now operative."

"The welfare of the whole people lies sacredly upon the conscience of the Executive. To disturb labor conditions in a time of grave moment is likely to invite strikes, riots and disorders, the very things that all good men devoutly pray may not arise in this country. It is a consuming wish of mine that Pennsylvania may peacefully and unintermittently give maximum measure of support to the Nation in this war, thus adding another chapter to her already glorious record of heroic service to our great republic. I cannot, after many, many anxious hours, find any avenue of retreat from this paramount duty to our whole people, and I must stand for what seems to me to be clearly an imperative obligation."

"I have not gone into the matter of the need of this one man on a train of a designed size. It is well to know that on occasion I have personally and by agents found this man necessary to the safety of trains in transit. But the situation in this war period and the relative value of this man on a train or elsewhere during a war period need not take the time or attention of state governments. The National Council of Defense, created by law, and now in operation, will, in the exercise of its prerogatives, undoubtedly call upon the states to give such men and such service as the nation needs. They can call these men to other service if they so deem it wise, and this great Commonwealth will promptly and cheerfully give heed to that or to any call that may come from the National Government. For these reasons this bill is not approved."

While tuberculosis is caused by a well-known germ, we often have a right to be suspicious of its coming from want of proper nourishment. This would seem to be a forerunner of the true disease of tuberculosis. This want of nourishment is to be accounted for in several ways. The digestive system may be naturally weak, that is, born weak; it may have been strong in early life but abused by the use of alcohol, eating rapidly when physically or mentally tired or by gulping food, without proper chewing or mastication. A plunge bath just after eating will often arrest digestion. The drinking of ice water during a meal, or iced tea or coffee, will reduce the temperature of the stomach so that the natural process of digestion is interfered with. As a result the food is not properly prepared for the organs to absorb it. Therefore, it is not taken up by the blood stream as it travels through the system of arteries to build up the different tissues of the body.

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DR. DIXON TALKS ON TUBERCULOSIS

Says That People Owe It to Themselves to Keep in Good Health Now

Too often people fall victims of tuberculosis because they do not take proper care and impaired digestion is as much a contributing cause as lack of proper nourishment due to other reasons, says Dr. Samuel G. Dixon, the State Commissioner of Health, in one of his weekly health talks. The commissioner says that people who are going to war should take care that they are in good trim and that those who remain behind owe it to those in front to do the same.

The commissioner says: "For these reasons this bill is not approved." While tuberculosis is caused by a well-known germ, we often have a right to be suspicious of its coming from want of proper nourishment. This would seem to be a forerunner of the true disease of tuberculosis. This want of nourishment is to be accounted for in several ways. The digestive system may be naturally weak, that is, born weak; it may have been strong in early life but abused by the use of alcohol, eating rapidly when physically or mentally tired or by gulping food, without proper chewing or mastication. A plunge bath just after eating will often arrest digestion. The drinking of ice water during a meal, or iced tea or coffee, will reduce the temperature of the stomach so that the natural process of digestion is interfered with. As a result the food is not properly prepared for the organs to absorb it. Therefore, it is not taken up by the blood stream as it travels through the system of arteries to build up the different tissues of the body.

The increase of tuberculosis of late in Belgium, in France, and other warring countries is largely due to the want of the things that nature demands for building up healthy bodies. We must have some nitrogen in the form of meat or eggs or beans.

We must have some fats. And we must have some starches. Otherwise the body will be partly starved and disease germs will thrive in the different tissues. This occurs more often in the lungs than anywhere else, but there is hardly an organ in the body that will not, under certain conditions, become tuberculous. It is hoped that here in America where we have such a variety of climates and of soil we shall be able to keep up a general food supply and shall not be restricted in any of those things which nature requires. They will reduce our power to produce foodstuffs, munitions of war, and all of those things that are essential for our living. One great drawback in fighting the battle against tuberculosis is that it is not recognized early enough for us to combat it successfully. The State Health Department of Pennsylvania is examining about ten thousand people a day for this disease and finds many cases that are sent to our dispensaries too late for us to guarantee a cure. Yet we may, even in some of those cases, arrest the disease and discharge a patient with enough good lung tissue left to enable him to lead a comfortable and useful life. The recognition of tuberculosis re-

quires a special medical training. Here in Pennsylvania we have tuberculous cases finding their way into federal service through various paths. This is because we are confronted with a great necessity to form an army and navy in a short space of time and those responsible for this onerous work are unable to get special training in diagnosing this widespread disease. We who are unable to go to the front because of being too young, or too old, or physically defective, will have to take the responsibility of keeping up the home conditions. We must see that foodstuffs are produced for all, not only at home but for the faithful and brave who have gone to the front to risk their lives for the continued freedom of America. Those about to be drafted have a duty too. They must make it a rule never to try to deceive the federal forces engaged in forming the army and navy. When they come before them for medical examination they must be absolutely honest. They must not tell part of the truth but the whole truth. Thus they will assist the examiners in their great, important and necessarily hurried scientific work.

Berlin Dark Soon, Due to Shortage of Coal  
Copenhagen, July 30. — Dark days literally are coming for Berlin. An order has been issued restricting the lighting of stores, hotels, restaurants and cafes to one-fifth of the degree of illumination permitted up to mid-December, 1916, the date when the preliminary order reducing illumination went into effect. The order is due to the admittedly inevitable coal shortage and transportation difficulties of the coming winter. The newspapers complain that nothing is being done to relieve the situation.

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Philadelphia Hotel Man Thinks Tanlac Fine



G. H. Dutton, interior decorator employed at the St. James Hotel, Thirteenth and Walnut Sts., Philadelphia, is rooting for Tanlac at every opportunity. He says, "For some time I was bothered with a severe case of catarrh of the head. Mucus dropping down in my throat and stomach while sleeping finally affected the latter organ. Indigestion and a complete loss of appetite resulted. I read about Tanlac and obtained a bottle. To my satisfaction, Tanlac soon got me back in the running. 'Eat' I can eat a house now, and every bit of food digests perfectly. I sleep great and always feel full of ginger. Tanlac has my endorsement—its fine."

Tanlac, the famous reconstructive tonic, is now being introduced here at Gorgas Drug Store where the Tanlac man is meeting the people and explaining the merits of this master medicine. Tanlac is also sold at the Gorgas Drug Store in the P. R. Station; in Carlisle at W. G. Stephens' Pharmacy; Elizabethtown, Albert W. Greenleaf; Charles B. Carl, Middletown; Colin S. Few's Pharmacy; Wayneboro, Clarence Croft's Pharmacy; Mechanicsburg, H. F. Brunhouse.—Adv.