

**BIDS ASKED FOR  
MILES OF ROAD**

Fourth Letting Will Cover  
Over 42 1-2 Miles of  
Highway

Bids for construction of forty-two and a half miles of road on the Pennsylvania "primary" road system will be opened at the State Highway Department on May 3, making the fourth large letting on construction work on highways. Contracts for approximately ninety miles of "primary" and State-aid road building have been let and three contracts are pending. Bids are about to be opened next week for about fifty-five miles.

All of the construction to be let in May will be on important highways including one section on the road connecting Reading and Pottsville. Two sections are on the William Penn highway in Juniata and Blair counties, while two in Chester county will connect with the Lincoln highway.

The forty-two and a half miles of highway for which the Department is asking bids for the May 2nd opening are as follows:

Berks and Schuylkill counties, Windsor and West Brunswick townships, 46,884 feet; Blair county, Duncansville borough, 5,443 feet; Cambria county, Allegheny township, 14,177 feet; Centre county, Spring township, 21,109 feet; Chester county, West Goshen and West Whiteland townships, 21,526 feet; Chester county, Kennett Square borough, 8,224 feet; Clarion county, Paint & Elk townships, 26,648 feet; Clarion county, Clarion borough, 1,842 feet; Juniata county, Weaver and Permannagh townships, 8,414 feet; Luzerne county, Union township, 18,569 feet; Luzerne county, Salem township, 22,422 feet; Tioga county, Charleston and Richmond townships, 26,810 feet; Warren county, Broken Straw township, 10,717 feet.

All of the highway stretches provided for in the list are on important thoroughfares. The Berks-Schuylkill county construction is north and south of both Hamburg and Port Clinton, on the highway connecting Reading and Pottsville.

In Blair county over a mile of concrete is planned for Duncansville borough, on the William Penn Highway. Another William Penn Highway stretch is the 8,414 feet in Juniata county east of Millintown. In Cambria county 14,177 feet is planned for a William Penn feeder, from Loretto, eastwardly, connecting with the present macadam road into Cresson.

The Centre county construction is south from Bellefonte toward Lewisport. Two propositions are proposed for Chester county—north of West Chester to the Lincoln Highway east of Downingtown; and in Kennett Square borough. The job in Clarion boro is a readvertisement, bids on this work recently having been rejected. The Paint and Elk township work, Clarion county, is east and west of Shippensville, on the Franklin-Clarion route.

An important undertaking is six miles of roadway in Union and Salem townships, Luzerne county, from Hemlock Creek southwestwardly on the Kingston to Sunbury route. Construction in Tioga county is on the main east-west highway through the northern tier of counties, between Wellsboro and Covington. In Warren County important work is planned from Youngsville east toward Warren, on the Erie-Warren route.

**Demands Withdrawal  
of Great Britain's  
Troops in Russia**

London, April 4.—A resolution demanding the withdrawal of all British troops from Russia, the raising of the blockade, the withdrawal of the military bill from Parliament and the liberation of conscientious objectors was adopted by acclamation yesterday by the Trades Union Congress. Robert Smillie, the leader of the miners, in moving the resolution, declared the miners would strike for the removal of conscription and the raising of the blockade.

Winston Spencer Churchill, secretary of State for war, announced in the House of Commons that the government had declined to liberate conscientious objectors who had served two years in prison.

**Son of General  
Dickman Killed in  
Airplane Accident**

Americus, Ga., April 4.—Lieutenant Colonel Frederick W. Dickman, commanding officer at Souther Field, near here, and Major John W. Butts, executive officer, were killed yesterday in the fall of an airplane in which they were making a flight. Colonel Dickman was the son of Major General Dickman, commanding the Third American army of the expeditionary forces.

**Rubies Higher Priced  
Now Than For Years**

Chicago—Rubies, one of the most fashionable and expensive of gems, are higher priced now than for years. The value of the ruby always has depended not only on its beauty as a crystal jewel but on its rarity. As a jewel it antedates the diamond and from the earliest centuries until now it has been rare. Carat for carat, it is more costly than the diamond.

The greater part of the world's rubies come from Burmah and the output of Burmah mines is on the wane. In 1915 the output was 167,904 carats; in 1916, 136,785 carats; in 1917, 132,409 carats. As the supply has decreased, the value has risen. The value of the output in 1915 was \$169,748; in 1916, \$174,454; and in 1917, \$212,057.

"Rubies, sapphires and spinels," says L. P. Briggs, U. S. Consul at Rangoon, in a report submitted to the Bureau of Foreign and Domestic Commerce at Washington, "come from the district on the east bank of the Irrawaddy river, 150 miles north of Mandalay.

Burmese jade comes from the Myitkyna district in the extreme northern part of Burmah. The industry of mining it, is entirely in the hands of the Chinese and the product is taken to China. The quantity is increasing only gradually but the value has increased enormously in the last year on account of the unusually large amount of jewel and ornamental jade produced. Small quantities of amber are found in the same district. Of jade, 11,427 hundredweight and of amber, 77 hundredweight were mined during the last three years.

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### Tomorrow The 'Big Hat Day

Correct appearance is of great value to us these days—Make yourself feel that you are worthy of the best—Men who have yielded to the low price temptation in buying a Hat rather than spend enough to get the style that suits their particular figure have discovered that it does not pay—We believe the price of a Hat should be set by service and satisfaction it gives and we make a strong plea for



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