REPUBLICAN NEWS ITEM. CHARLES L. WING, Editor.

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REPUBLICAN STATE TICKET JOHN P. ELKIN, of Indiana County.

For Presidential Electors.

Electors at Large—Robert Pitcairo, Allegheny; Levi G. McCalley, Chester.

REPUBLICAN COUNTY TICKET. For President Judge. HON. E. M. DUNHAM, of Laporte. For Member of Assembly. DR. M. E. HERRMANN, For Sheriff. FRANK W. BUCK.

For Congress E. W. SAMUELS,

Where Are the Sufferers From the Protective Taria System? The Republican ticket represents tariat jobbery.—Johnstown Democrat.

Who is being robbed by the tariff? Certainly not the hundreds of thousands of workmen employed in the protected industries and their families, certainly not the other hundreds of thousands and their families who depend for a livelihood upon enterprises that are prosperous only as the protected industries are prosperous. protected industries are prosperous. Surely it cannot be the farmers of the great west who are the unfortunate victims of the much bruited (by the Democratic press) tariff robbery, nor can it be our fellow effizens of the outh. When in the history of this nasouth. When in the instory of this in-tion were the working, people of the country so prosperous as they have been under this same robber tariff? When did they live so well and enjoy the pleasures and refinements of life so much? Where else in the world to day do workingmen earn so much, en joy so great privileges and count for so much in the social, political, indus-trial and financial life of their country as they do right here in tariff protect-

then, is being robbed? The manufacturing east, the agricultural west and the newly awakened south are all prospering famously under the tected tariff. The workingman and capitalist are alike making money and enjoying life. Who or what remains to be the victim of the so called robbery? Is the tariff a robber? Should it not be said, rather, that excepting the sound money policy it is the most beneficent principle ever introduced into American political and economical life?—McKeesport (Pa.

INDUSTRIAL CALAMITY.

Enactment of Democratic Tariff Ideas Would Create a Panic.

A feature of the St. Louis platform hich is striking and almost sensational and which has thus far failed to demand the attention which it de-serves is this: "We denounce protection as a robbery of the many to en-rich the few." The logical corollary of that proposition is that the Demo-cratic party stands for a turiff for rev-ence only, that if the Democracy could arrange a schedule of duties it would make an adjustment that would yield ke an adjustment that would yield the biggest revenue and that would ig nore the question of protection agains the cheap labor of Europe and that the party is practically committed to the doctrine of free trade.

Suppose that a tariff squaring to the Democratic theory that protection is robbery were adopted. What intelliperson can fail to foresee the tre dous shock that such a piece of legislation would give to American in-dustry? The resulting unsettlement would create an immediate commercial crisis. No greater industrial cakunity the St. Louis platform contention that enactment of a tariff adjusted to protection is a robbery.—Hartford Post.

THE PRICE OF SUGAR.

Increased Sisce Tariff on Cuban Product Was Reduced.

All grades of refined sugar have advanced 5 cents a hundred pounds.—New York Evening Post.

And a comparison with a year ago shows that prices are up 15 cents a hundred pounds over last August. Now the Evening Post proves in every edition that not the Sully corner, but the Dingley law, raised the price of cotton last winter to a point where it closed the mills, and that not the packers' strike, but the Dingley law, has increased the price of meat. Of course also the reduction of the tariff duties on sugar from Cuba was all going into the pockets of the consumers. They were not to pay as much as they had been paying for sugar. They were to pay less. But after the duties on Cuban sugar were reduced the consumers actually pay more. There is nothing to equal the hard luck of a professional free trade organ.-New York Press.

Falls of Its Purpose.

To read the Democratic stories about the big stick and the danger of assault and battery on any or all of the na-tions of the earth one might imagine that Theodore Roosevelt is a stranger instead of the most thoroughly known American in the world. The American people are intelligent, and the Demo-cratic attempt to besmirch the president is absolutely ridiculous. It will not change a single vote.—Jersey City roads, and it

HIGHWAY BUILDING.

SOME VALUABLE POINTS BY CANA-DA'S DIRECTOR OF PUBLIC WORKS.

Importance of Good Drainage In Road Construction-Water and Frost Destroy Highways and Make Them Impassable.

At the late national and internation-At the late national and international good roads convention one of the most valuable of the many practical addresses was that of A. W. Campbell, director of public works of Canada. Mr. Campbell is one of the foremost road builders of the day, and the fact that he has had some twenty years of practical experience carries weight with his utterances. In discussing the principles of roadmaking he places with his utterances, in discussing the principles of roadmaking he places emphasis above all other things on drainage as of fundamental importance. In fact, he makes drainage covariate, the principles of readmaking the places emphasis above all other things on drainage as of fundamental importance. cance. In fact, he makes dramage cover all three principles of roadmaking. Unless the foundation is properly drained the road is useless. Dirt roads, he believes, can be made good by having a proper knowledge of the way to construct and maintain them. Mr. Campbell said in nart.

Mr. Campbell said in part:

"The science of roadmaking is the subject allotted to me. To discuss this question and go into the details of road construction and the scientific treatment of these roads would take up the rest of the time of this couvention for the balance of the week. But I am not going into this subject in detail. I am simply going to sum it up in a very few words and ask you to make your deductions from that stateent. I think it was at Buffalo that gentleman asked me the question, ment. 'What are the principles of roadmaking?' I said the principles of roading? making in its simplest form-yes, in its most complex form—are very briefly stated. It matters not whether the street lies out in a remote part of your state or if the other end of it rests in the central part of one of the greatest the central part of one of the greatest cities on the continent. These principles must be considered and utilized in the construction of that road or street if you are going to make a success of it. They are three in number first, drainage; second, drainage; third,

"Drain the foundations. It is as use less and as futile for you to attempt to build a good road without providing a means of draining the founda tion as it is to erect such a building as this on a weak foundation. You must drain the foundation. Then shape must drain the foundation. The shape your road so as to shed the water from the surface. Make your ditches along the sides so as to discharge that way through outlets into the common course, and after you have done this you must so preserve and maintain that surface as to shed the water at all seasons of the year from the center into the ditches and see to it that these ditches are kept free and open so as



NO DRAINAGE.

to discharge that water in the quickes possible time and in the smallest quan tities, and when you have done this you have then put into practice all the clence there is in connection with

"It is the earth foundation that carries the road and not the stone; no the gravel, not the vitrified brick. The gravel, stone, bricks, etc., are simply put there to resist the wear of the traffic and to shed the water from the surface. Put any of these materials on an undrained foundation and your road fails, I don't care if you spend \$10,000 a mile on it. The frost will act upon that foundation, and the whole surface is raised imperceptibly. When that frost goes out, especially in northern districts, the whole foundation is left honeycombed, the surface is simply a crust, and when heavy traffic comes on the surface is broken, the road is cracked, it holds water, and these ruts are churned deeper by every passing term until the roud become almost impassable.

"Keep the surface smooth. If you do that and shed the water you have accomplished a lot. If traffic is infrequent during the rainy season an earth surface can be kept in almost perfect condition and make a very serviceable road, and possibly century to come for

best road will be the ordinary entith road properly caved for. "You must have classification along these lines. The earth road must be made, and made good. Who is to do this work? The farmers of the country will be satisfied to keep up the earth roads. If you organize sample method by which they causes these large grading wagons of such un-questionable service now you have laid the foundation. Where deeper and better drainage is required provide for it by deeper ditches and underdrainage by the use of tile. Beyond this you must go into the crushing of stone, and on the principal roads you must go into the classification of material shipped from other states. The farmers can and will keep up the majority of the earth roads, but it is beyond the capability of the farmers to keep up the more important and expensive

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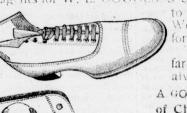
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DIRECTORS:

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