

# COURT NEWS

### Orphans' Court Proceedings, Real Estate, Marriage Licences, Etc.

#### REAL ESTATE.

George Deniger, to Jackson S. Hauger, Elk Lick twp., \$240.

Daniel Hostetler to Jonas J. Tice, Elk Lick twp., \$1.

W. J. Shanlis, to E. C. Rowley, New Centreville, \$5.

John Mong, to Leroy Norton, Somerset, \$750.

Emma Rhoades to Wiley O. Ringler, Somerset, \$2,700.

Albert R. Sanner to Wm. H. Newcomer, Rockwood, \$225.

E. E. Flyecoat to E. W. Rishel, Windber, \$800.

William H. Heiple to Harry H. Ling, Jenner twp., \$200.

H. C. Umberger to Joseph Grotto, to Shade twp., \$200.

Jeremiah Ringler's executor to James R. Crossen, Elk Lick twp., \$580.

John Enos' heirs to Franklin Enos' administrator, Garrett, \$880.

Frank Romesburg, to Norman Romesburg, Brothersvalley twp., \$1,000.

Wm. H. Ruppel to J. S. Sheeser, Addison twp., \$1.

James H. Ware to Blair W. Powell, Allegheny twp., \$525.

Wojciech Worbhrysiak to Mary Chiarito, Windber, \$1,200.

James E. Ferner, to Samuel A. Mooney, Windber, \$1,300.

John F. Lowry to George Shumake, Milford twp., \$600.

Mary A. Landis to Wm. M. Schrock Somerset twp., \$900.

James M. Mayes, to Walter B. Hay, Jenner twp., \$10.

A. G. Black's heirs to V. M. Confluence, \$1,250.

Daniel Hoffman, to Scalp Level Coal Co., Paint twp., \$1.

Jacob Hoffman, to same, Paint twp., \$950.

Wilmore Coal Co., to Ralph Fulgenzi, Windber, \$250.

Elizabeth Rodgers to Stephen Nabeier, Paint borough, \$210.

Same to John Solts, Paint borough, \$210.

#### MARRIAGE LICENSE.

William Anthony Markle and Mary C. Seibert, both of Somerset.

Elmer McKenzie of Sand Patch, and Nellie G. Poorbaugh, of Glencoe.

Michael Borchak and Mary Dubosh, both of Windber.

Samuel Sheeler, and Eva Smith, both of Summit twp.

John Borea and Alberta Snajder, both of Bozwell.

Stephen Szabo, and Maria Karkulu, both of Windber.

Luther Ferrel, of New Centreville, and Nellie J. Mosholder, of Milford twp.

Joseph Baubonus and Zigmonta Klimaxach, both of Jerome.

Walanti Grunda and Agatri Wasovich, both of Acosta.

Robert R. Picking and Mary C. Braucher, both of Somerset.

Michael Sabol, of Macdonaldton and Joanna Adamonik, of Berlin.

Francis E. Stayrock, and Margaret J. Blough, both of Colesburgh twp.

Jony Zaridis, and Mary Cebulsky both of Jerome.

Richard C. Morgan and Effie Pearle Hitechew, both of Windber.

Ira Coleman McCue, and Magdalene Lyons both of Boswell.

#### WILLS.

The will of L. F. Dorn, late of Fairhope township, was probated. He left his entire estate to his wife, Catharine Dorn, at whose death the same shall become the property of Mary M. Burchinal, his daughter. George B. Burchinal is appointed executor. The will was dated July 30th, 1913, and witnessed by Johnson Barkley and Robert Barkley.

Dicker Hardy Possible After That. In the haymarket one afternoon a couple of farmers stopped to talk crops and horses. "Are you in the market for a good horse?" asked one. "Always ready to dicker," the other answered. "Ever see that little bay mare of mine?" "I think I know the critter." "How'd you like to own her? She's yours at rock-bottom price." Gathering up his lines preparatory to leaving the spot, the other farmer replied: "Well, John, I'd buy her this morning, but I hate to bust a dollar."

Ceylon Bullock Carts Passing. Owing to heavy mortality among the bullocks used for transporting plantation products in Ceylon, due to rinderpest and foot-and-mouth disease, a resolution seems to be impending in this island, in the substitution of motor lorries for the picturesque but slow and cumbersome bullock carts which for centuries have been the chief means of conveying goods in Ceylon.

# RESPIRE GRANTED TO TWO MEN

### Awaiting Execution--Allowed a Rehearing

## PARDON BOARD INVESTIGATING

### One Man Had Four Dates Set for Death Sentence to be Carried Out But Other Evidence is Found.

(By our special Harrisburg correspondent.)

Harrisburg, Pa. The state board of pardons granted rehearings to Frederick Nye, Northumberland, and Joseph Erjaeviz, Westmoreland county, who are under sentence of death. Both will be granted respites and their cases will be heard in November. Four different dates have been set for Erjaeviz's execution.

The cases of James McKay, Allegheny, conspiracy; John E. Shields, Westmoreland, misdemeanor in office; Clarence W. Kiefford and Frank Ruff, Fayette, arson; Fred McDonnell, Crawford, murder in the first degree, were all held under advisement. A pardon was recommended for Biacario Carmine, second degree murder, Allegheny.

One hundred and ten convicts who had been serving sentences from 40 to 2 years were granted parole by the state board of pardons on recommendation by the board of inspectors of the eastern penitentiary at Philadelphia.

Among the prisoners who will be paroled are John Hogan, sentenced to 40 years in Bucks county for arson, who has served 17 years; John Williams, sentenced to 27 years, and C. Miller, to 25 years, for burglary in the same county.

#### Insanity Not Increasing.

Among other important facts brought out at the meeting of the Association of Directors of the Poor in Philadelphia was that insanity is not increasing in Pennsylvania. It was stated that recurrent reports of marked increases in the number of insane are due more to reports showing an increased number of insane provided for in homes and asylums, than to an actual increase, and that unfortunates of this class are well provided for by the state.

Carlisle was selected as the next place of meeting, and the following officers were named by the nominating committee without opposition: President, Andrew S. Miller, Pittsburg; vice presidents, F. J. Dickert, Lackawanna county; C. W. Smiles, Luzerne county; Dr. M. W. Barr, Elwyn; H. H. Brown, Schuylkill county; J. W. Peck, Somerset county; Mrs. J. L. Anderson, Pittsburg; W. D. Buchanan, Washington county; C. W. Crawford, Mercer county; Mrs. J. G. Ogle, Somerset county; Mrs. P. A. Johnson, Fayette county; E. L. Lindsay, Warren county; J. H. Dixon, Westmoreland county; secretary and treasurer, L. C. Colborn, Somerset county; honorary secretary, Col. E. P. Gould, Erie; assistant secretary, E. D. Solenberger, Philadelphia.

#### Will Not Call Legislature.

Because so much opposition to the \$50,000,000 bond issue amendment for good roads has developed, a letter recently written by Governor Tener to a friend in the western part of the state, in which the governor promises not to call an extra session of the legislature to rush through an enabling act for the issuing of the bonds so as to make some of the money available during his administration has been given out by the executive department.

The friend wrote that some of his neighbors were not satisfied with the interview issued by the governor some time ago, in which he said he saw no reason for an extra session, and his subsequent speech before the good roads convention, in which he said the enabling act would be for the 1915 legislature to pass. In reply the governor wrote:

"You can say for me and say it definitely that no extra session will be called for the purpose of appropriating funds for good roads, in event of the passage of the constitutional amendment.

"With everything to gain and nothing to lose, I cannot see why farmers or anyone else would be against the bond issue, unless they prefer that the state shall dribble along in its road construction as in the past, using only such appropriation as is available out of the ordinary revenues for this purpose, and I would like to have anyone suggest a better method of financing the department, so that the present generation may enjoy better roads."

#### County Nominations Certified.

Certification of the nominations for election of two judges of the superior court and judges of the common pleas and orphans' courts and associate judges were made to the counties of the state by the secretary of the commonwealth. If there should be a decision adverse to the nonpartisan ballot act by the supreme court, which will hear arguments next week, these certifications will be recalled.

# A DIRECT TAX IS POSSIBLE

### To Get Money to Build Necessary Roads in Pennsylvania

## MAY REPEAL SPROUL LAW

### If Bonds Are Not Voted the Townships May Again Be Compelled to Maintain Roads, Or a Direct Tax Will Be Necessary.

If the State is not authorized by the citizens at the coming election to incur the proposed debt of \$50,000,000 to improve the main highways of the Commonwealth it is very possible that the next Legislature will repeal the Sproul bill and throw back on the townships the 9,000 miles of road embraced in the present system. The Sproul law places on the Highway Commissioner all of the duties and responsibilities so far as State Highways are concerned as existing laws placed on township supervisors. Under this section of the act the Highway Commissioner has been indicted in two counties owing to the dangerous condition of the State roads, which he is powerless to remedy, not having the necessary funds. If the people vote down the loan amendment the repeal is more than likely, as the State cannot and should not suffer its officials to be indicted in the local courts for failure to perform a duty when such failure is caused solely by a deficiency in funds necessary to perform that duty.

If the Sproul law is repealed its repeal will throw on the townships the maintenance of more than 9,000 miles of the main roads—the roads which are the most costly to maintain by reason of their carrying 85 per cent of the traffic of the State.

The design of the Sproul law which places the responsibility for the reconstruction and maintenance of these 9,000 miles of main highways on the State was to secure to every section of the Commonwealth easy access to its markets, and as President Wilson said, "to bind communities together and to facilitate intercourse so that it will flow with absolute freedom and facility." The President also said, "The development of a great system of roads is a task of statesmanship, and Pennsylvania's great statesman, Senator W. C. Sproul of Delaware county, has been foremost in meeting that great need. This law has relieved the townships of the State of the care of more than 9,000 miles of highways. When it is considered that on these roads over eighty per cent of traffic is of non-residents of the townships, who have heretofore paid no share of the cost of construction or maintenance to the township which has been responsible for the upkeep of the road, it is apparent that under the old plan an unfair burden was placed on the taxpayers of all such townships. By means of the loan the State can reconstruct these roads without a burden being placed on anyone. The motor vehicle fee will meet the entire bill and our people will be better off financially, morally and mentally.

PRESENT ADMINISTRATION WILL NOT HAVE THE SPENDING OF ONE DOLLAR OF ROAD LOAN

In his address at the Good Roads Convention in Harrisburg, Governor Tener said: "Should the amendment pass it will be incumbent upon the Legislature of 1915 to consider an enabling act making provision for the tenure, the rate of interest and other terms of bonds, as well as providing for their sale, from time to time, in amounts limited to the necessities of the Department as work progresses." As the people next year must elect all the Assemblymen and one-half the Senators who will sit in 1915 and will at the same time elect the Governor who, in turn, must appoint the Highway Commissioner—the argument of those persons who are opposing the loan because they are opposed to the present administration is without weight and not worthy of consideration.

The road loan is not a question of men, but of principle. Pennsylvania had a State Treasurer at one time who was accused of dishonesty, but we did not shut up the treasury and put the State out of business on that account. Railroaders have had incompetent and dishonest officials in the past, but that did not deter the stockholders of the Pennsylvania Railroad Company from voting for a loan of \$150,000,000 (three times the amount sought for road purposes) to enable that corporation to carry its lines into New York city—besides the many hundreds of millions previously voted for extensions and betterments.

The argument that there is no necessity for issuing bonds for Road Building and saddling on the State the payment of interest when the Legislature can each two years appropriate the necessary money out of current revenues, is a good one in theory only, for no Legislature has as yet appropriated sufficient funds for this purpose.

The income of our State is now greater than ever before but the 1913 appropriation bill set aside only \$1,000,000.00 for reconstruction and \$1,400,000.00 for the maintenance for two years of our 9,000 miles of State Highways.

What progress can be expected under such conditions?

# NO POLITICS IN THE LOAN

### Endorsed by Prominent Leaders of All Political Parties

## THOUSANDS ASK ITS PASSAGE

### Active Committees Comprising Over 1,500 Leading Citizens Representing All Political Parties, Now at Work for the Amendment.

The movement for the passage of the \$50,000,000 bond amendment is not identified with any political party is clearly demonstrated in every section. Franklin county furnishes a good illustration where the county committee has recently been increased by 125 volunteers, men affiliated with the Republican, Progressive, Democratic, Socialist and Prohibition parties.

State Chairman Weeks, in an interview, said: "We have active committees now at work in 63 counties and in a few days the remaining four counties will be organized. The men on the committees are nearly evenly divided in their political faiths and every one realizes that politics has no part in road building and road building has no part in politics. The motto I have adopted and sent to the committees is: 'We vote two days in the year, but we travel over the roads 365 days.' At a recent meeting in Lancaster the chairman, Hon. D. F. Magee, mayor of that city and a prominent State leader in the Progressive party, most heartily endorsed the loan and ex-Attorney General William U. Hensel, for many years Democratic State Chairman and still one of the noted leaders of that party, made a stirring speech in its favor. A few of the points made by Mr. Hensel were: 'A State of the magnitude of Pennsylvania, with its enormous values can well afford to spend the amount contemplated.' \* \* \*

"That the burden of long lasting betterment should be borne by a single generation is unfair; particularly when the debt and interest can be paid in from 30 to 50 years, without resort to new objects of taxation as can be easily demonstrated." "Moreover from present indications the receipts from automobile registration and licenses bid fair to carry all cost of the loan." "I am thoroughly convinced of the greatest enhancement of land values following this loan for every other section." "The thousands of miles taken over by the State are most important and most used roads in the Commonwealth. They are now deteriorating for lack of funds and unless speedily reconstructed hundreds of miles will soon be in ruins and the ultimate cost of restoration will be doubled and quadrupled. There is also a grave danger that they will be thrown back on the townships and that will mean an awful burden of taxation." "In favoring the proposed amendment to the Constitution I am influenced by no consideration except a regard for the welfare of the people of Lancaster county consistent, however, with that due regard for the rights and interest of the rest of the Commonwealth, which every citizen and locality should cherish." "There was a time when the question of good roads was one to be solved by every community, but that time has passed."

"Finally, I am for this amendment because I have faith in the broad-minded, public-spirited and thoroughly honest man who stands most conspicuously for the good roads movement in Pennsylvania. I refer to a native of Lancaster county, sprung on both sides from a long Lancaster county lineage—the Senator from Delaware, Hon. William C. Sproul. I have his personal assurance that if the people of the State endorse the proposition now submitted to them, every ambition of his public career and every talent he has for public service shall be devoted to the efficient, intelligent and honest administration of this great public trust."

Mr. Hensel went on to demonstrate that if the present loan failed the movement would be set back seven years at least. And in conclusion he said: "Feeling, therefore, that if this cause is lost now it will be forever lost to my generation and those to come long after me, I give my voice and hand and vote to the cause."

Chairman Weeks showed our correspondent a pile of letters from more than 1,500 men prominently identified with all parties in every part of Pennsylvania who voiced sentiments similar to those expressed by Mr. Hensel.

LOAN WILL REDUCE ROAD TAXES

It has been clearly demonstrated that the motor vehicle fees will pay not only the full cost of carrying the proposed \$50,000,000 loan for highway improvement, interest and sinking fund, but will as well contribute largely to the upkeep of the Sproul system of roads. These fees which were \$600,000 last year, \$800,000 this year and with the recent increase will undoubtedly be fully \$1,200,000 next year, an increase of 100 per cent in two years will continue to grow at even a greater rate annually as the roads are improved, and the farmers of the State employ this form of transportation in increased numbers as they have been doing during the past couple of years.

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