

## Meyersdale Commercial.

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THE MEYERSDALE COMMERCIAL,  
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### Mexico's Election

Mexico has had her election for president but the result of that political farce is not yet fully known. It does seem that Heurta has the controlling power still. England, Germany and France are awaiting events and are in a quiescent state until the United States gives expression to her views on Mexico since the election. The situation is critical, and to bring order out of her condition has been a cause for much concern of this country, because Mexico joins our border, but especially because the United States is serious when she says the Monroe Doctrine must be maintained at all hazards.

The United States is not territory hungry but in addition to the national duties which she owes, her moral obligations to humanity are of a high order and of an impressive character.

### How Are You Going to Vote

Next week the voter will have his inning. The campaign in Meyersdale has been rather quiet and without much outward commotion. All on the tickets would appreciate an election by their fellow voters. It is not a pleasant matter to defeat one's fellow-men, but elections are not held to flatter men by your votes or to punish men by withholding support.

There is a higher duty than that. The purpose is to take care of the public interest. The duty is that you vote according to your best judgment, for men who will best serve the public. Any man who votes honestly and conscientiously is a free born, unpurchased American who can look every man in the face. Any community that can boast of her unpurchased voters is strong and self-respecting.

### The Bond Issue

The fifty million dollar bond issue will come before the people of Pennsylvania before another issue of The Commercial appears. Will this stupendous question meet the approval of the voters or will they reject it.

Practically everybody is in favor of good roads, many certainly are against the fifty million dollar bond issue.

The people surely are very much afraid of graft in connection with this question, and the expenditure of this vast sum of money would doubtless form splendid picking for a good many people.

As we understand the proposition, the plan is very indefinite, so that the general proposition calls only for good roads. Does it mean Summit township and every other township in Somerset county, or does it mean good roads passing through Stoyestown, good roads only from Philadelphia to Harrisburg and from Harrisburg to Pittsburgh.

The voters cannot vote intelligently on the general proposition. The current belief is that there is to be a national boulevard, from one end of the state to the other. If that is the meaning then the undertaking can have little attraction for the people of the state. While that may be and probably will be the first purpose in case the bond issue is passed, yet the scope must be vastly larger or there will be an uprising of the people such as has not been seen for many years.

It is said that road making for 1912-13, under the method now in vogue cost on an average \$20,000 per mile, plus the extras and overhead charges. That is a big pile of money and would be a heavy drain on the state; but should good roads even cost from \$10,000 to \$20,000, per mile and when finished, if they would possess the qualities of permanence, there would not be much objection to that. The people of Pennsylvania are as anxious to have good roads and are as willing to pay for them doubtless as any people, but do the good roads which are now advocated have any permanency in them. They last but a few years—two or three years. Pennsylvania is rich, but she is unable to endure the strain, or submit to the intolerable burden of paying from five to ten thousand dollars annually for every mile of road in the commonwealth, and if the main highways are entitled to good roads the rural districts are likewise, entitled to the same treatment. For road purposes the state legislature appropriated for the years 1913 and 1914, \$3,385,000 per year, and add to this immense sum more than a million dollars for automobile licenses and you have about \$5,000,000 annually for good roads, and the history of states seems to prove that about \$5,000,000 a year is about as much as a state can judiciously and honestly devote to roads.

Spending five or six million dollars a year on roads by the above methods, the state would be saved from the fifty million dollar bonded indebtedness and save the \$3,000,000 or more of annual interest on the bond issue.

A safe way to keep the interests of the state and according to safe housekeeping the judicious voter should consider well before committing the state of Pennsylvania to such an enormous debt, and to our way of looking at this question, the project should be overwhelmingly defeated on Tuesday.

#### Stern Sense of Public Duty.

All "Roman father" records would seem to be eclipsed by the French gendarme whose child was killed at Paris, the other day, by being given a dose of acid in mistake for castor oil. The gendarme immediately arrested his wife for manslaughter by imprudence, and then gave himself up on the charge of contributory negligence, as having been partially responsible because of his own carelessness in exposing the acid, which was used in cleaning his equipment.

And Some Wall Street Goats.  
Over 3,000,000 animals were slaughtered in New York last year, but at that a lot of asses managed to make their getaway.—Philadelphia Inquirer.

#### Light on the Spot.

An attachment has been made to the revolver by a French inventor by which the weapon in the hands of a greenhorn is as deadly as in those of a dead-sure shot. A small and powerful electric lamp is mounted on the weapon in such a manner that a circle of light is projected upon the target and the bullet will strike the center of the ring. This particular location is marked by a dark spot, and this spot being placed over the heart of an adversary and the trigger pulled the bullet cannot fall in its deadly work.

Children Cry  
FOR FLETCHER'S  
CASTORIA

## NOT A DEFENSE, ONLY THE FACTS

Has the Highway Department  
Been Unduly Extravagant?

PRELIMINARY WORK IS DOWN.

Accurate Road Maps Required Before  
Construction of Good Roads Could  
Start—Otherwise Funds Would  
Be Expended Improperly.

Notwithstanding the fact that Governor Tener plainly stated, at the Harrisburg Good Roads Convention, September 18, that the Legislature of 1915 will have the work and responsibility of enacting the laws authorizing and regulating the issuing of the proposed road bonds, and a new administration the duty of putting them into operation, provided the constitutional amendment is carried, there are still unthinking people who attempt to argue otherwise.

Whether rightly or wrongly, a sentiment seems to exist in the minds of some persons that the State Highway Department has been unduly extravagant in the expenditure of the State's highway funds, but few of the persons making such suggestions have ever read the highway law, or know the details of its provisions.

While this phase of the road subject has no direct bearing on the constitutional amendment, which must be passed if the roads are to be built for the use of the present generation, it is wise to correct misapprehensions which may exist in connection with highway subjects.

One of the provisions of the Sproul highway law was that accurate road maps should be made of every county in the State. This is a work of great magnitude, requiring the survey and measurement by skilled surveyors of every mile of road in Pennsylvania. Not only must the location of the roads be established, but the width; the radius of curves; the irregularities of property lines; the streams; the drainage area and water outlet, all must be included in this permanent record. Its immediate practicability concerns mostly the roads included in the State highway system, for it will frequently be necessary, in improving these highways, to change locations to secure better grades, correct the alignment, avoid grade crossings, and secure better lines of sight for the avoidance of accidents, buying or exchanging road property. In order to do this the maps must be perfect and must be kept corrected as such changes are made.

This surveying and map making, requiring the services of skilled and competent men, is expensive. Up to the date of the last report of the Department more than thirty-five thousand miles of the highways of the State had been surveyed and placed on the maps, and the cost of surveying and mapping each road can be found in the published reports.

A close study of the reports discloses the fact that in nearly every instance, the work was done at a cost considerably less than would have been charged by an engineering and map-making firm. Whenever county surveys were available in accurate form they were utilized; but there frequently occurred that there were errors in these county surveys that had to be corrected, and in most counties the surveys were so incomplete as to be of little use.

This is not intended as a defense of the present highway department, but merely designed to show the facts to those who openly allege that the highway funds have been squandered, and who argue against the proposed amendment to the State constitution on the ground that much of the money might be wasted or—worse.

The Sproul law and the 1911 appropriation contemplated the making of these surveys and maps. They are necessary in building a State road system. Every State which has built good roads has had to make similar maps of its highway. Without them the roads could not be improved, nor could intelligent plans for good road construction be made.

In this, as in a great variety of other subjects connected with the roads there is only needed a plain statement of the facts to change an objector into a good roads advocate.

There seems no possible argument against the constitutional amendment providing fifty million dollars with which to build the roads that a close study of the facts themselves will not overcome. The exercise of ordinary horse sense in getting at the truth of the subject in all its phases will compel every voter to see for himself that not only his own best interests, but the best interests of the Commonwealth as a whole are in the direction of the adoption of the constitutional amendment; the issue of bonds by the Legislature of 1915, and the building of a system of highways which will develop Pennsylvania's resources, and place its people on an equal footing with those of other advanced States in the pursuit of wealth, health and happiness.

#### FARMERS FAVOR BONDS

The Defeat of Bonds Would Possibly Mean a General State Tax.  
No farmer should vote against the Bond Issue, for its defeat may mean a general State road tax which would place the burden on the land not on the corporations.

*Louis Cohen*  
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