

# TENER PUSHING HIGHWAYS BILL

Measure Scheduled to Pass  
Legislature

## CARRIES MILLIONS FOR ROADS

Leaders Agree on Adjournment Date,  
May 12—Efforts Will Now Be Di-  
rected to Clearing Decks of All  
Legislation, So That Last Ten Days  
of Session Can Be Devoted Entirely  
to Appropriation Measures.

BY ROBERT HAIGHT.

Harrisburg, Pa.—Although no definite steps looking to an adjournment have been taken by the leaders of the dominant wing of the legislature, it can be positively stated that an agreement has been reached whereby the session will be brought to a close on Friday, May 12. This date was finally agreed upon at a conference of the party leaders. It was resolved to get all measures under way at an early date as possible so that the committees of both houses can begin the work of threshing out the good and bad points of the various bills. Efforts are to be made to clear the decks of all legislation of any character at least a week or ten days prior to final adjournment, when the appropriation committees will be ready to hand out their recommendations.

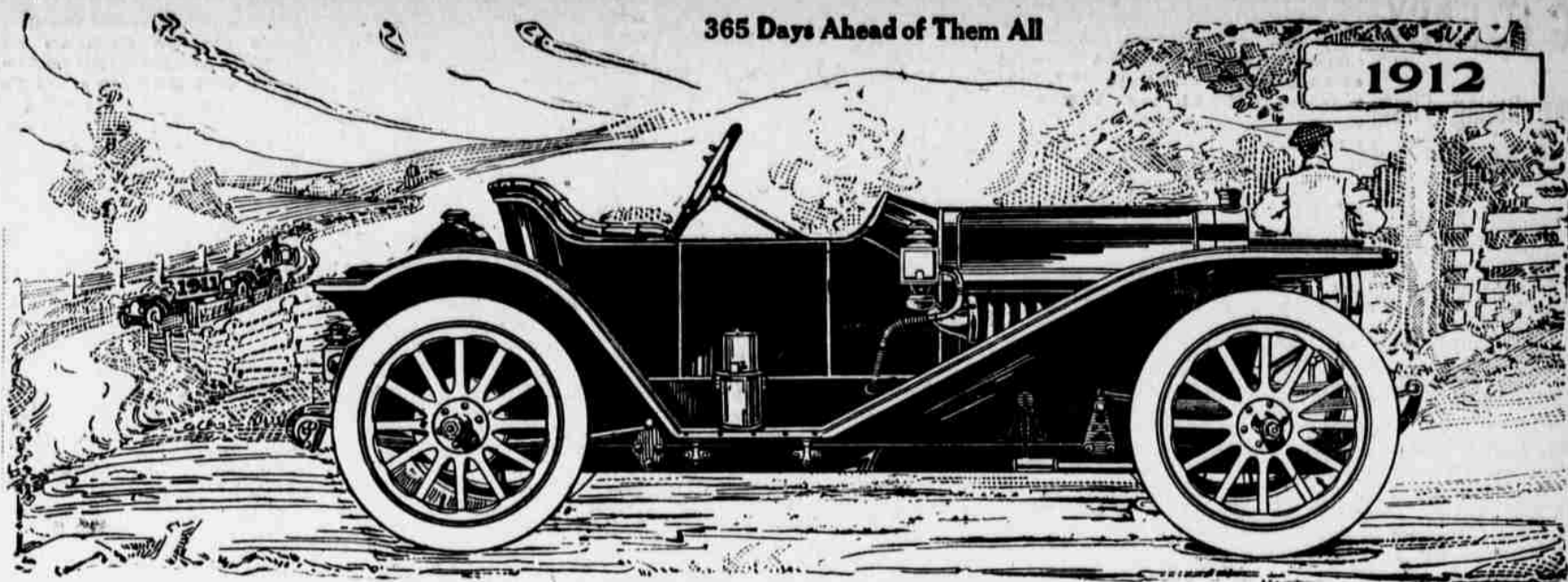
It has been a well recognized fact since the beginning of the session that Governor Tener has some very positive views regarding the reorganization of the highway, insurance and mining departments and the heads of each of these branches have been busily engaged since the first of the year mapping out suggestions looking to the enacting of general laws to cover each of these departments. The first of these bills has made its appearance in the presentation by Senator Sproul of Delaware of a measure providing for a comprehensive plan of improving the state highways and reorganizing the working force of the department to put these suggestions into effect. In addition to the bills the same gentleman offered a resolution for an amendment to the constitution to authorize a bond issue of \$50,000,000 to carry out the proposed construction of the system of state highways. Both of these measures are said to have the unqualified support of the administration and consequently they are scheduled to go through. One of the bills provides for a complete system of main highways to be built and maintained at the sole expense of the state, connecting the county seats and connecting the border line counties with the adjoining commonwealths. They embrace 204 routes and aggregate more than 5,000 miles of road and have been so designed as to allow future legislatures to add to these routes with ease and there are main roads practically bisecting every county seat and so arranged to touch all the important towns and market centers. Provision is made for the state to take over these roads immediately and maintain them at the state's expense and the work of reconstruction is to be carried on simultaneously and uniformly on all of the routes.

### Fifty Road Districts.

Further provision is made to divide the state into fifty road districts with a department engineer in charge with power to direct all work of construction and maintenance on all classes of roads to which the state gives aid, as well as to state highways. State aid in construction of local roads is also provided for with the requirement that the local authorities first enter into an agreement authorizing the state to subsequently maintain and to charge one-half of the maintenance cost to the county or township, whichever is the joint owner. It is believed that this feature will prevent the destruction of the roads through neglect and it also assures to the locality one-half of the upkeep. The highway department is authorized to purchase machinery and to actually engage in the construction of repair and construction work when it is deemed necessary. This is following after the system in vogue in New York state, which is said to produce satisfactory results. Another bill provides that the state shall contribute to counties and townships toward the cost of repairs on local roads which are maintained on state standards.

The bills create a state highway commissioner at a salary of \$8,000 a year, first deputy at \$6,000, second at \$5,000, chief engineer at \$4,000, assistant at \$3,000, fifty civil engineers to be known as superintendents of highways at \$1,500 each a year, six to act as assistants to the chief engineer at \$2,400 each a year, chief draftsman at \$2,400 and eight assistants at \$1,800 each, chief clerk at \$2,400, two clerks and two stenographers at \$1,200 each, two bookkeepers at \$1,200 each. The bills also provide for the employment of other persons as may be required at not more than \$1,000 a year.

The bills would thus increase from \$40,000 to \$142,400 the office expenses of the state highway commissioner. The \$8,000 salary provided for the commissioner represents a raise from \$5,500, while the first deputy is lifted from \$3,000 to \$6,000 and the second from \$2,000 to \$5,000. The fifty en-



365 Days Ahead of Them All

1912

"Regal 20"—\$900

## In 24 Hours Everyone in the United States Will be Talking About This Advertisement

**Because—This is The First 1912 Car to be Announced.** It is setting a new pace for automobile manufacturers and dealers—The Regal leads this year.

**Because—This is the first of a series of advertisements that will be published, simultaneously in over 450 cities in the United States and will be read by millions of people, and will contain valuable information about the automobile never before disclosed to the public—almost unbelievable—but true.**

Everyone knows at the automobile business has had a mushroom growth and that the average automobile factory has presented a scene not unlike that in a newspaper office just before the paper goes to press. It has had all of the wild excitement—all of the feverish haste and all of that disregard for expense that always accompanies any rapid development. High-priced automobiles were the result. The owners paid the bill.

We have for a long time been studying this problem. We wanted to eliminate the most important faults in the automobile manufacturing institution of today. We found several sources of waste. First an immature design, and second an immature and hasty method of manufacture; third and most important, an extravagant overhead expense. All of these we knew to be abnormal and consequently we set about to correct them. We believed that our success in the motor vehicle industry as in others in which we have engaged, laid in giving our customers the best value and service we could for their money.

For five years we have been studying the automobile conditions in the United States—through all of our representatives, we have received daily reports. We know for a fact what the real conditions are today. Consequently the cars which we have designed and are manufacturing and selling, we know from actual canvass of the owners and prospective owners are what the people want.

Everyone wants the most up-to-date design—the best workmanship—the most value for his money and a guarantee of good service after the car is in his hands.

We are satisfied that in this series of advertisements we shall be able to prove to you conclusively the truth of these statements. We are the first to make an announcement of a 1912 car—a car which we have been thinking about—designing and testing for over two years—a car which we know represents the most modern engineering and manufacturing practices—a car which in value has never been equaled either at home or abroad. It is in all respects the result of a knowledge which we have gained from actual experience.

We have always been the pioneers in setting the price and our "20" which is illustrated above meets in value anything which we have offered before, and competition has failed to produce its equal.

**Because—This advertisement tells about a car which is new—a car which is distinctive—a car which is the pioneer underslung car at a popular price.**

**Because—The Regal "20" at \$900 is without competition. No other car equal to this has been produced at the price.**

**Because—This advertisement contains news about an organization which up-to-date has been conservative in exploiting its products until it was sure it was right and had the capacity and organization to satisfactorily and persistently care for the demands of its customers.**

We have over 450 dealers in the United States. We are represented in almost every city of reasonable size—none of these dealers are sub-agents or commission men. All of them are recognized dealers doing business with us directly. They have a regular garage and repair shop and are fully capable of taking care of your demands. We have sent our own special men to their cities—have looked over their territory—picked out the best men in each locality.

We want you to go direct to our dealers. We want to give you the quickest and most satisfactory service we can. We know that's the best way—experience has proven it.

We have never employed large-salaried men to write our advertisements.

We believe facts and good cars speak for themselves.

We have never entered into any mergers.

We have never had any Wall St. brokers on our payroll. We have never attempted to exploit our company as a stock proposition.

All we have done is to make the best cars that could be made and sell them at a price as low as we possibly could consistent with a fair, legitimate profit.

**Our overhead expenses do not exceed 5 per cent.**

And yet we have an organization through which we can give you—the purchaser—a thoroughly satisfactory service.

Consequently the money that you invest in a Regal car represents actual value in materials and workmanship—you get real value for your money.

The  
**Regal**  
"20"  
Price, \$900

Price includes Dual Ignition system with magneto. Complete gas and oil lamp equipment with generator, jack and tools. Wheel base 109". Tires 22x3 1/2". Brakes—4 in number. Internal expanding and external contracting, acting directly on hub drums. Engine cast iron bloc. Cylinders—4. Bore—3 1/2". Stroke—4 1/2". Three speed and reverse selective sliding gear transmission. Road Clearance—19".

### WHY THIS CAR IS DISTINCTIVE.

The Regal "20" is the first underslung car which has ever been sold for less than \$4,000. The underslung construction is an expensive type to build—that is the reason. Most manufacturers, like most individuals, don't like to adopt new things unless they are forced to. We have taken the lead because we know that ultimately, cars of this type will embody this construction. This type of construction is built on sound mechanical principles—there is no question but that it makes the most stable car—the center of gravity is lower—making a straight line drive possible, which, of course, means less loss of power between motor and wheels. The car has less tendency to skid—it holds the road better—there is less side lash on the springs and tires—it makes a very safe car to drive, one which can't turn turtle, and yet with all these advantages the road clearance is still as great as that of the overhanging type. Besides the underslung construction lends itself most happily to the long, low body which has become so popular. The Regal "20" is a car with 4,000 advantages and looks, which sells for \$900, and this is the reason why it will pay you to not only read these advertisements, but to go to our nearest dealer and look the car over. Don't take our word for what we have said about it. Have the dealer demonstrate it to you.

REGAL MOTOR CAR COMPANY, Detroit, Michigan

**Herpel Bros., Agents, Reynoldsville, Pa.**

SUMMERVILLE PHONE. THE REGAL "20" IS NOW ON EXHIBITION AT OUR MACHINE SHOP.

gineers provided for in the present representative bill in the department at \$4,000 each and proposed eight thousand dollars at present.

Several weeks ago Senator Powell of Annapolis offered an amendment to the constitution providing for a bond-issuing power for roads at not more than \$25,000,000, but as the sponsor proposition has the backing and support of Governor Tener it is not believed that the Powell amendment will be seriously considered.

Bills will be offered at an early date by Senator Buckman of Bucks to carry out the provisions incorporated in the report of the Delaware river bridge commission. This report recommends that Pennsylvania, New Jersey and New York acquire by purchase all the toll bridges across the Delaware connecting the three states and that they be made free to all modes of travel. There are twenty-seven of these bridges. The cost would be \$1,500,000, of which Pennsylvania would pay one-half.

By the terms of a bill offered by Representative Edward Watts of Luzerne county the owners of every coal or other mineral mine in the state are required to install and maintain on and after Jan. 1, 1912, safety devices upon machinery used for hoisting, hauling or propelling conveyances, whereby the machinery shall be automatically and safely controlled at

the landing, foot, head and terminus of every shaft, slope or plane. The penalty for failure to comply is a fine of from \$25 to \$200 for each mine and each day's failure of compliance is to be considered a separate offense.

Senator Shields of Wyoming county has presented two bills providing for the right of eminent domain. One would confer this power on electric light, heat and power companies, while the other declares that the right of eminent domain, as respects the appropriation of streams, rivers or waters of the land covered thereby, should not be exercised by water companies except with the consent of the water supply commission. A third bill presented by him gives new electric light companies the right to connect their lines with companies already in existence.

### New Tax Measures.

The recommendations contained in the report of the McNichol tax commission are rapidly being whipped into shape in the form of bills. The subjects on which these measures are founded have already been enumerated, but this did not deter the presentation of two measures independent of those to be backed by the tax commission. One of these handed in by Representative Caldwell of Northumberland county relates to a tax on motor vehicles, collectible by county commissioners as follows: Automobiles in use less than three years 1

per cent or cost; in use more than three years or less than five years, three-fourths of 1 per cent, and more than five years, one-half of 1 per cent. Owners are required to make sworn statements as to length of service and failure to do so is punishable by a fine of \$25 or ten days' imprisonment. Representative Allman presented the bill calling for a tax on express companies at the rate of 20 mills on the dollar of actual value of capital stock with a penalty of 10 per cent for failure to make report to the auditor general for taxation. It is variously estimated that such a law would produce a revenue of upward of \$500,000 and a similar measure presented by Farmer Cressy last session passed the house but was buried in the senate.

The frequency with which it has been found necessary within the past few years to pass amendments to the constitution of the state has had the effect of stirring up considerable sentiment in favor of a convention to revise and re-enact a new constitution. It is argued that, inasmuch as the present document was prepared away back in 1874 and has necessarily been amended times without number since then, new conditions and new modes make it necessary to adopt a new form of principles on which the state government can be founded. Furthermore the most careful lawyer finds it almost an impossibility to quote the constitution with-

out giving through a mass of amendments, adopted from time to time, in an endeavor to find one that is germane to the subject he is looking for. It is for this reason that the leaders of the Keystone party have decided to take the initiative and formulate steps looking to the calling of a constitutional convention to put the present venerable document in some sort of order. To this end it is the purpose of Senator Nulty of Philadelphia to introduce at an early date a resolution calling for such a convention. The resolution has carefully been prepared by eminent attorneys, it is said, and strenuous efforts will be made to pass it during this session. It is said that the proposition will be fought by the corporate interests of the state as they appear to be generally satisfied with the present constitution and the precedents and constructions already put upon it, but there is hardly a lawyer in the state who would not welcome the change.

By the terms of a bill which is fathered by Representative Schofield of Warren county the corrupt practices act which was passed during the special session of 1906 would be wiped out and has another act to be substituted. Under this a candidate would meet the requirements of the law by simply making affidavit that for his nomination or election he had not expended more than \$750 in any one county.

## Milliren's Meat Market

BEEF, MUTTON,  
LAMB and PORK

Hams, Bacon,  
Corned Beef,  
Tongues, Etc.

Poultry and Game  
in Season

Prompt Delivery.

Milliren's  
Meat Market  
Reynoldsville, Pa.

Use the...