

DAN R. SCHNABEL

REPULICAN NOMINEE FOR COUNTY TREASURER

Dan R. Schnabel is deserving, capable, responsible. He has never held office. He is now a candidate for County Treasurer. He will not want to hold office perpetually. He will want to give other men and women a chance.

VOTE FOR SCHNABEL

Dan R. Schnabel's father died when Dan was an infant. Home and property were lost in the great flood. Dan was forced to quit school and went to work with the Cambria Steel Company at the age of 14. All the money he earned until he was 23 was as regularly as he got it laid in his mother's lap. Dan then got married and began at once the support of wife, children and mother.

As a child Dan played in the streets and alleys. He was a stranger to grassy door-yards and the great open spaces. Occasionally a neighbor played the role of father by spanking him. These name neighbors who are now old, love Dan.

Generous, loving in spirit, delightful in service he has been called "UNCLE DAN" by those whose paths have been made smoother by his kindly help.

Dan when forced to quit public school went to night school.

He is a good bookkeeper and accountant and is recognized as a capable, successful business man.

Dan R. Schnabel has actively supported every local enterprise and every charity and public-spirited movement.

He holds a Certificate of Honor from the National Government for loyal service.

Much of Dan's pathway in life has been rough and rocky, but he has always kept a cheerful, healthful spirit, and when the road was hard and the pull was heavy for Dan, he nevertheless always put his shoulder to the wheel for others.

And thus he came to be known as "UNCLE DAN."

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Majestic Attractions

FRIDAY—

MAE MURRAY in
"JAZZMANIA"

SATURDAY—

HARRY CAREY in
"THE MIRACLE BABY"

MONDAY—

VIOLA DANA in
"A NOISE IN NEWBORO"

TUESDAY—

DOUGLASS McLEAN in
"THE SUNSHINE TRAIL"

WEDNESDAY—

KATHERINE McDONALD in
"THE LONELY ROAD"

THURSDAY—

DUSTIN FARNUM in
"THE TRAIL OF THE AX"

Editorial

It is strange but true that the man who will finance the business sensibly and carefully, who will buy and sell a house with acumen and wisdom, who will choose his investments with the most careful and frequent attention to the winds when considering the raising and spending of money, is the one who will have someone else pay for a road. A bond issue to run fifty years puts the burden of paying on the next and the use of the road? This is bad economy, as a matter of fact, it is a matter of unsound economic principle. It is worse when the money so raised is so quickly expended as to produce a road which wears out long before the bonds become due. In such a case and there are many such in the position of paying for roads which no longer exist, and faced with the additional necessity of rebuilding them, the interest and finally the principal on the bonds which built roads which were out.

There are cases where long term bonds are justified and necessary. But there are no cases where the expenditure of such funds is justified for anything less than a permanent road, so located, so built, so planned as to length, gradient, width, and location as to make it of service to the people to come as well as those who now use it.

It has been said that there is nothing permanent about any road except its location, but this is only true when it is an unimproved road and let it travel to pieces as it is to build a house and let it go unpainted and un-repaired, and it may stand for a hundred years or more. Maintain the road as it is used, and it should last indefinitely. Only such roads should be built with bond issue money, and only such roads should be built with money derived from town or county or state bonds, as will serve town, county and state for all time. To do otherwise is to betray the trust of the helpless unborn.

Friend of Good Roads

The late Warren G. Harding, President of the United States, thought as clearly and as logically upon the great question of road construction and improvement as he did upon other public questions of far-reaching importance. Now that death has added emphasis to the words of wisdom he uttered, it is well to recall his pronouncement in regard to roads. In his first message to Congress, Mr. Harding said:

"The highways are not only feeders to the railroads and afford relief from their local burdens, they are actually lines of motor traffic in interstate commerce. They are the smaller arteries of the larger system of our commerce, and the motor car has become an indispensable instrument in life.

"There is begun a new era in highway construction the outlay for which runs far into hundreds of millions of dollars. Bond issues by road districts, counties, and states amount to enormous figures and the country is facing such an outlay that it is vital that every effort shall be directed against wasted effort and unwise expenditure.

"The Federal Government can place no inhibition on the expenditure in the several states; but, since Congress has embarked upon the policy of assisting the states in highway improvement, wisely, I believe, it can assert a wholly becoming influence in shaping policy.

"With the principle of Federal participation acceptably established, it is important to consider the influence in developing comprehensive plans looking to the promotion of commerce and apply our expenditure in the surest way to guarantee a public return for money expended."

Has Expert Builders

The administration of the Federal Aid road acts are in the hands of the Bureau of Public Roads, Department of Agriculture, on which organization devolves the enormous responsibility of seeing that the millions of Uncle Sam's money for aid in state road programs, are wisely spent upon needed roads, that the states contribute their proper proportion of the cost of such roads, and that the roads are properly built from an engineering standpoint.

This organization, which started as a small office attached to the Department of Agriculture has grown to the status and dignity of business houses in a building by itself, and with a large and competent force of road experts. These not only look after the details of the work, and superintend the engineering features, but in addition do a great deal of educational work, and maintain one of the best equipped and most scientific of testing laboratories for road materials in existence.

The experimental work of the bureau has been of the highest value to roadbuilders everywhere; not only the laboratory work, but the actual construction and testing of stretches of road of all kinds, in all climates, and in many localities. The equipment of the speeds of automobiles with reference to the amount of dust raised and damage done to water-bound roads are chronic in the industry, and bureau information of the effect of impact of loads upon roads, worked out according to drop of wheel, weight of load, and size of wheel, were fundamental in road construction.

The enormous road mileage built and building, with the aid of the Fed-

THE PATTON

Barney Oldfield Says

SAFER SYSTEM OF BRAKING

Some time ago I wrote about four-wheel brakes, and at that time made the prediction that many prominent motorists would announce cars with this equipment. The public has already heard of the great strides that four-wheel braking has made, and before another few months have passed many more makers will adopt four-wheel brakes.

In Europe, France leads with this equipment. England, Belgium, Italy and Germany follow. There are already seventy-five makes of foreign cars with four-wheel brakes. One make, Alfa Romeo, has used four-wheel brakes continuously since 1910, so the four-wheel types are long known.

Recently there has come to my ears all sorts of ridiculous stories about four-wheel brakes which will not do. When in New York I heard about a certain branch manager who was hurt because his four-wheel car overturned. In Chicago I heard the same story about the branch manager there. In Chicago I heard a similar story.

It is quite obvious that stories of this kind are circulated by sales force that does not like the progress being made by the companies that are using four-wheel brakes. They are trying to discredit this type. It can't be done. You might as well question the judgment of all good engineering brains of France and Italy, Belgium and Germany. The braking system has been based on designs that had their origin abroad.

MAKES STEERING EASIER

One of the questions that has been asked often is the effect that the front brakes have on steering. As a matter of fact, steering is easier on cars with four-wheel brakes because of the fact that the designers call for inclining the steering king bolt. When the bolt is inclined, the so-called center point, or caster effect, is obtained.

In every four-wheel braking system there is provision for automatically releasing the outer brake on a turn. If the outer brakes locked there would be an appreciable effect on steering, but the designers knew that and made automatic provision for it. If there were any danger in four-wheel brakes, half the motoring population of France, Italy and Belgium would have been in hospital long ago.

I appreciate the fact that not all car manufacturers have engineering departments that can design a correct four-wheel braking system, but that is not saying that in time they will not be able to do so. They are all working on four-wheel brakes now, and sooner or later they will adopt them, whether the cars are heavy or light.

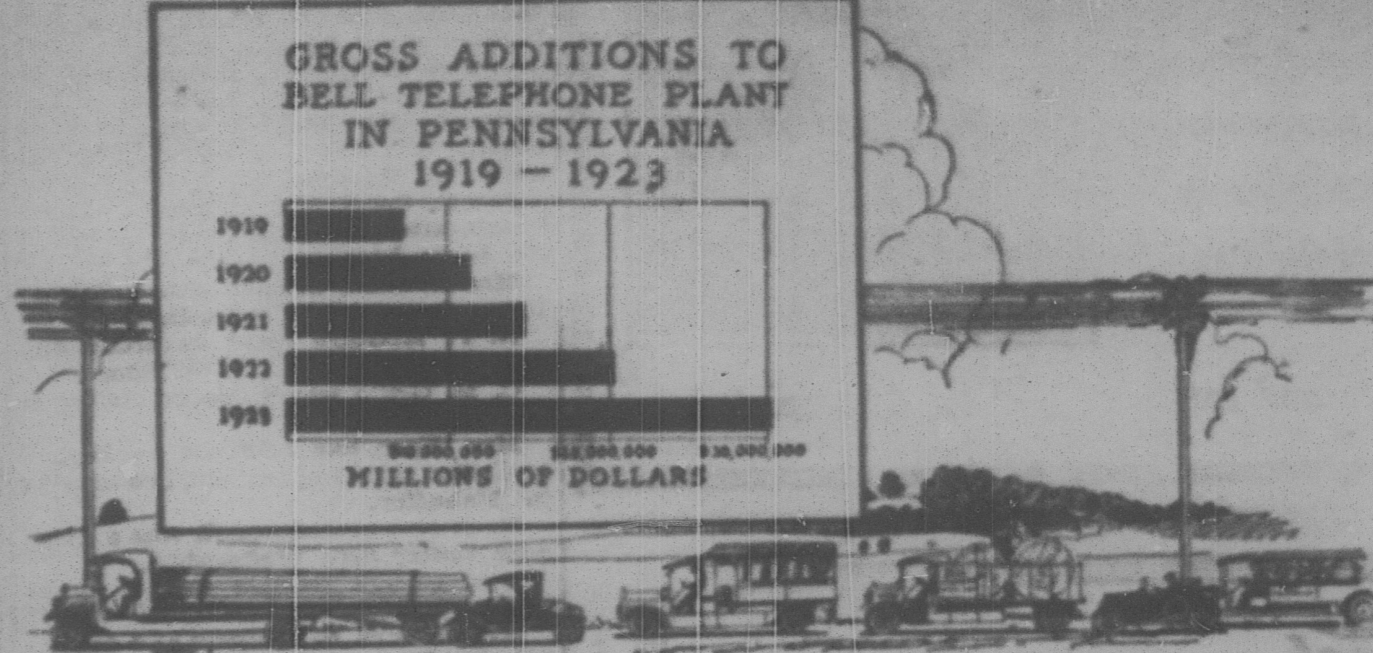
The automobile owner will then have as much braking ability as he has engine ability. As it is now, he has engine power and speed that he rarely uses to the maximum, but occasionally he wants to use them. So it should be with brakes. He should be able to stop in a few car lengths going at forty miles per hour. He may not have to do that more than once a month, but then, that once a month will save many lives.

All 1924 Model BUICK CARS Are Equipped with Four-wheel Brakes

LET US DEMONSTRATE

PATTON AUTO COMPANY

The Car With A Home



This Year \$30,200,000

We started the year with plans for the greatest telephone construction program ever attempted in Pennsylvania.

We expected to add twenty-five millions of dollars in new equipment to the Bell System in this state. But the tremendously increasing demands for telephone service have forced us to revise our figures upward.

By December 31, 1923, we will have placed in one year \$30,200,000 worth of new equipment, new telephones, new wire, new switchboards, new Central Office equipment, and new buildings. And our 1924 construction program will probably run to \$40,000,000.

All this in spite of the fact that the three preceding years were greater than any six years in the telephone history of the state.

We are building—building to keep pace with the demands of the people of Pennsylvania for telephone service.

The Bell Telephone Company of Pennsylvania

G. H. Fulmer District Manager

ONE POLICY, ONE SYSTEM, UNIVERSAL SERVICE, AND ALL DIRECTED TOWARD BETTER SERVICE

Beyond Federal Aid

It is generally recognized that existing roads in this country are important to the whole state, some roads (important to the whole state), and local roads, serving only a small part of a county.

The United States Government recognizes the importance of the interstate road by providing in the Federal Aid Act that interstate roads receive a mileage rate to equal about 90 per cent of the total system, but most Federal aid in construction.

States recognize the importance of the state road, and have it often wholly from state funds. Counties build their own roads and sometimes build their own roads, but these are enterprise construction, a community of less size than the state.

State roads and interstate roads usually join. Some state roads may not have good connections across a state line, but as a general rule they do; indeed, many interstate roads become truly national in scope and become known by the general name, as the National Old Turnpike, the Lincoln Highway, the La Highway, etc.

It is the argument of those who believe that the United States should go further than Federal aid and become the original constructor and permanent maintainer of interstate roads that, just as the state roads, counties build county roads, so should the nation build the most interstate trunk lines; but these are roads which truly serve the whole nation, which should be built and maintained by the whole nation, just as there are state roads which truly serve the whole state and which the states recognize are rightly built and maintained by the state.

Three Thousand Miners Killed—SCRANTON—Three thousand anthracite miners were on strike Friday in the Pittston district of the Pennsylvania Coal Company. The strike No. 4 colliery, containing 1,200 workers, was the first to return of a settlement to return a strike boy. At the Scranton mine the strike today when a laborer, not on the strike list, was hired. At the Colliery No. 4, at Avoca, 300 continued the work. The return of a boom firm to join the strike.

Eleven Persons Injured—SCRANTON—Eleven persons in this city and the upper section of Lackawanna county were injured by the Federal Grand Jury on charges of being the master in charge of a train. The train was collected sums of money on a number of occasions. The train was the victim of the explosion, which is alleged to have been caused over a period of several days.

Duck Don't Split—Guide: "On this day we have our company restaurant, where all of our phone calls are made. Don't miss it. Don't miss it. Don't miss it."