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Zerphy's Plants for Sale. Cabbage, Cauliflower, Lettuce, Etc.

Mt. Joy, Pa.

Zerphy's Plants for Sale. Cabbage, Cauliflower, Lettuce, Etc.

Men's Work Trousers .. \$1.4 Blue Denim Overalls, Extra Heavy, Well Made ... 1.25 Men's B. V. D. Union Suits ..... 1.29 Men's Work Hose, per pr. 10c Men's Extra Quality Work Shirts, well made and roomy ..... 1.00



all first quality \$1.59 per run-

DELIGHTFUL NEW SILK DRESSES In the Latest Summer Styles



An unusual collection of stunning Spring and Summer Frocks for Women and Adorable Trim Navy Blue, Beige Bois De Rose, Petal Pink, Gray, Palmetto Green, Tan, Phantom Red, Black.

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Sizes 16 to 53

Women's Footwear



Smart Pumps, the favored Spring style, at \$2.95 to \$5.50.

Men's Footwear



newest creation in Young Men's Oxfords. Va \$6.00; QUR PRICE \$5.00.

You can always buy more with your dollar in our Grocery Department than elsewhere, and the beauty about shopping with us is that every article you buy is guaranteed.

GEM BUTTER CRACKERS per lb 12 1-2c

Blood Red, Red Beets, Large Can	15c
Asparagus Broken Tips, Large Can They are as Good as the Whole Tips and Very Much Cl	
Cream Corn Starch, 2 Pkgs for	19c
Bartlett Pears, Large Can Packed in Heavy Syrup, and They are Good.	32c

Campbell's Pork and Beans, 3 Cans 25c Full Size Wash Boards, Each 29c

Substitute Vanilla, 8-oz. Size, Per Bot 35c A Real Bargain.

Good, Fresh Peanut Butter, Per Lb 5 Pounds for 95c

Best Butter Made Lb 48c

Spreadit Oleomargarine

Spredit

Nut Margarin 95¢

A Real Spread; Fine for Baking.

Per Pound 25c

POPULAR SPREAD FOR 20 Hot Biscuits and Brand

Pineapples, Large Can 25c: 2 Cans 45c

Ideal Baking Chocolate, 2 Pound Per Pound 35c

Green Dried Peas, 2 Lbs for 15c Jello, All Flavors, Per Pkg 10c  $12\frac{1}{2}c$ 

Minute Tapioca, Per Pkg P. & G. Soap, Per Bar

Best Made Butter, Per Pound You will Taste the Difference.

Good Quality Butter, Per Pound 46c

Good Quality Butter 46c

Pratts,

Pratt's Poultry Feeds

900000	000000	90000	900000	000	0000	000000	99999999	00000000	Uncle Sam and His Nephews, the States,
The	Store	That	Gives	S.	& H.	Green	Discount	Stamps §	
9 ,			1 88	r	HA	HED	1 4 9 1 20	<u> </u>	More Than Mark at Nati & Dilli D. D

ore Than Meets the Nation's Billion Dollar Highway Building Bill-Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, Tells Striking Details.

By JUDSON C. WELLIVER

America has reverted to the ancient system of collecting tolls wherewith to build and maintain highways. In 1925 these tolls amounted to \$1,094,000,000, collected

through motor licenses, gasoline taxes, property, corporation, income production and other taxes on automobiles, automobile manufactures, the petroleum industry, etc. In the same year \$1,003,000,000 was spent on rural roads.

It took near a century to build \$20,000,000,000 worth of railroads. A highway system costing that much will be created in twenty years at present rate.

	/		KES BY STA	TIES	
States	Gas Tax per Gal.	Collections	States	Gas Tax	
	1925	1925	States	per Gal. 1925	Collections 1925
Ala.	2	\$ 2,140,801	N. H.	2	\$ 700.000
Ark.	4	3,668,995	NI	None	* 100,000
Ariz.	3	848,275	N. Mex. N. Y. N. C.	3	537.356
Cal	2	13,869,922	N. Y.	None	901.000
Col.	2	1,864,521	N. C.	4	5,272,093
Conn.	2	1,908,808	N. D. Ohio	i	657,202
Del.	2	350,580	Ohio	2	9,129.845
Fla.	4	7,024,308	Okla.	21/4	5.143,517
Ga.	4	4,421,314	Ore.	3	2,886,532
Idaho	3	939,873	Penna.	2	10,200,000
Ill.	None		R. I.	1	196,684
Ind.	3	6,792.481	S. C.	5	3,195,756
Iowa	2	3,215,404	S. D.	2	1,993,112
Kan.	2	2,376,994	Tenn.	3	3,193,453
Ky. La.	3 .	3,040,000	Tex.	1	3,744.007
Me.	2	, 2,339,542	Utah	81/4	975,558
Md.	3	2,000,000	Vt.	2	519,205
Mass.	None	2,022,985	Va.	3	3.515,876
Minn	Mone	3,863,940	Wash. W. Va	2	3,000,000
Mich.	9	9,000.006	Wis.	31/2	2,155,790
Miss.	3	2,439,683	W 18. W vo.	6	2,447.234
Mo.	2	4,894,260	Dist. of Co.		460,971
Mont.	2	735,000	Dist. Of Co.	4	787,656
Neb.	2	2,200,000			
Nev.	4	318,216	Total	S	142,987,749

These are some of the high points, \$24 miles, were to be included in presented by Thomas H. MacDonald. national system, eligible for Fe Chief of the Bureau of Public Roads, aid. Nearly every mile of that Department of Agriculture, in an in | 061 was a candidate for design. terview on highway development.

"The equipment of this continent the system was laid out as a truly nawith modern roads has been the most | tional one. amazing provision of a public utility any community ever accomplished in a similar period," said Mr "Historians say the Roman Empire was held together by proved, nearly 13,000 more are under its highway system, radiating from construction, and over 2,000 have been Rome to the Provinces. But America approved for early beginning of work. neighborhood within a few years

"This accomplishment really represents the inauguration of a new systhis national system. In fact, these tem of taxation; a system of licenses and excises levied against particular privileges or classes of property, the thirds of the 200,000 mile national proceeds being dedicated to highway highway system has already been imdevelopment.

"For 1925 state taxes on gasoline aggregated \$143,000,000. Add to that \$263,500,000 for automobile registration and licenses; \$150,000,000 as property taxes on the 20,000,000 automobiles; \$143,430,709 as the Federal excise tax on automobiles, parts and accessories for 1925; \$50,000,000 to represent wheelage taxes, special taxes on gasoline or cars, and fines collected from motor drivers. The total reaches approximately \$749.

"But these figures do not include income and corporation taxes derived bridges at strategic points. Some of from the motor car business. Nor do these have been needed for years, yet they include state, local, production, state and local authorities have be corporation or income taxes of the unable to provide them, partly b petroleum industry. ry has a capitalization of about competition between routes. When \$9,000,000.000. A modest estimate for these, added to the preceding figures, makes a total of \$1,094,930,709, which is considerably more than the entire to divide the cost of a bridge amount spent on country roads.

of nearly \$100,000,000 in Federal aid tion some instances to road building. In the eight years come and corporation taxes from mo | 000 tor car manufacturers and dealers Thus it appears that Federal con tribution to roads as compared to the contribution of people who make and use the cars and the gasoline has been decidedly modest.

"But, while Federal contribution is together out of proportion to its amount. First, it was an incentive to the States. The Government required them to invest as much as it contributed. Then the Government takes part in a general supervision of construction and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national sys tem instead of forty-eight state sys-

Unifying the Road System "Some day it will be realized that this was the most valuable contributhe trip would be almost impossible Thanks to the systematization under are railroads "The Federal highway act of 1921

equired that a complete ration-reachrequired that a complete ration-reach ing system of roads be designated tax will be adopted soon by states within two years, as the roads to which Uncle Sam would give assist ance. It was found that there were other states it is calculated that this 2,886,061 miles of highway in the tax alone win soon raise \$200,000,000 country Of these 7 per cent. or 200, a year, quits rossibly during 1926

as a Federal highway But in the end

"When the map was published - it showed nearly the 200,000 miles of designated routes. Since then 46,485 miles of these roads have been im-

converted a continent into a In addition to that many states have built, without Federal aid, extensive sections which are included within state contributions aggregate 55.000 miles, so that approximately two-

> Uncle Sam as Road Supervisor "Along with all of this, there is the Federal supervision over construction and maintenance. When Uncle Same helps build a road he reserves au thority to require its proper main-Then there is the business of uniform marking along highways, which makes it possible for motorists to drive thousands of miles on a des ignated route whose markings come so familiar that after a few miles he need not ask directions.

"Finally Federal participation has made possible a great number of Yet that indus cause of the cost, partly because such cases the Federal authori "You observe that I have not in repeatedly mediated differences and cluded the government's expenditures secured construction. Let me men-

"Missouri has been a state for over from 1918 to 1925 inclusive, the Gov. a century. Divided east and west by ernment has contributed \$460,000,000 the Missouri river, communication be to help the states build roads. That tween the two sections has been limits considerably less than half of what ited, to the state's disadvantage Four the country spent on roads in either bridges across the river were required 1924 or 1925. Moreover, in the same in the national highway program, and eight years, while the Government Federal co-operation with the state of was distributing that \$460,000,000 to Missouri has made them possible the states, it collected \$873,000,000 in Two are completed, the others are uninternal revenue taxes on motor cars, der construction The four will cost parts and accessories. Other hun a little more than \$2,000,000, the Feddreds of millions were collected in in eral contribution being nearly \$1,000,

Getting Bridges Constructed

"Another bridge that has a peculiar importance, both locally and nation ally, has been needed for generatio across Raritan bay, New Jersey It is one of the links in the chain of con munication between New York city only about 10 per cent of highway expense, it has accomplished results al. New Jersey had some \$700,000 of Federal aid allotted to her roads and in 1925 over \$1,000,000. So the state agreed that this Raritan bridge should be built, costing about \$4,000 000 Federal funds made up about onethird of the amount. The bridge, over a mile and a half long, is now nearly completed

"Such illustrations might be multiplied indefinitely National participation has repeatedly made possible the accomplishment of vitally important highway development.

Have a large line of up-to-date tion. Driving from Boston to New York, a man may pass through four has now been adopted by all the leum Institute, the gasoline tax was Every one might have a states except New York, Illinois, New splendid highway system; but if these did not articulate at the state lines dency has been continually to increase the rate of tax per gallon As late as 1921 gasoline taxes for the en-Pederal influence, country roads are tire country were only about \$5,000, as superior to state boundary lines as 000, in 1922, \$12,000,000; in 1923 almost \$37,000,000; in 1924, \$79,000.000. and in 1925, \$142,987,749

which do not have it now and with the gailonage -ites being increased in

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dini pale with envy. Now you see 'em-and now they're gone. Just a drop to the acher at bedtime for two or three nights. Then hot water and serve. OUT comes the little joker, roots and all. Like magic, only it's REAL, and satisfying, and your corn-pestered customers "Charleston" in and thank

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That's all, and that's enough. This
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Sunday, May 23 aturday, May 22

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