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Do not reduce grain feed for cows in the flush of production even though prices paid for milk may be lower. It is better to weed out the poor cows in the herd and continue to feed the good ones up to production capacity. This practice reduces milk costs.

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**Pinchot Outlines Plan For Taking Over Rural Roads**

Last Administration Hypothecated Most of 1931 Revenue Governor Points Out, Asking \$10,000,000 Loan From General Fund.

Keeping the promise he made to rural voters during the 1930 campaign, Governor Pinchot in his first message to the Legislature asked that 20,000 miles of township roads be added to the State highway system.

He recommended the State accept not less than 25 per cent. of the township mileage in each county. Costs of improvement and maintenance of these miles will be paid by the State in the future if his plan is enacted.

Adoption of his plan, he explained, will afford a double measure of farm relief. It will lighten farmers' taxes by \$10,000,000 a year, the estimated cost of maintaining the 20,000 miles now. It will take them "out of the mud" by giving them year-round hard roads to market.

Because "this is the largest undertaking ever contemplated by any highway department on earth," he asked speedy action so the State may prepare to work on the roads in spring.

To make money available for immediate work on the roads he asked the Legislature to approve a loan of \$10,000,000 general fund revenues to the road fund for a year. This procedure, he explained, is necessary because all road funds to be collected until June 1 or later had been encumbered by the Fisher administration before going out of office. The Governor veered toward bitterness in criticizing his predecessor for obligating road money beyond the change in administrations.

Essentials of the Pinchot rural road plan—as told in the Governor's own words when he addressed the Legislature—are:  
"I recommend to the General Assembly that it shall take over as State roads 20,000 miles of township roads, to be maintained by the Commonwealth, and to be improved with an all-weather surface as rapidly as funds can be made available. I make this recommendation, first, because if enacted into law it will be the greatest step ever made in Pennsylvania, or in any other State, toward taking the country people out of the mud. Secondly, because it is a practical measure of farm relief, which will lift from the backs of the township taxpayers, who are mainly farmers, a total of not less than \$10,000,000.00 a year.

"If you see fit to approve this program for rural roads, it will be the largest, most comprehensive, and most important step in road construction ever undertaken at one time to my knowledge by any State or by any Nation in the World.

"There are about 75,000 miles of township roads in Pennsylvania. The taking over of 20,000 miles will permit about one-quarter of the township roads in each county to be transferred to the State. As an equitable basis for the proposed Rural Road System, I recommend that the Commonwealth take over not less than 25 per cent nor more than 27 1/2 per cent of the township roads in each county of the state. So much elasticity is essential in order to permit a well-planned inter-township and inter-county system of highways, and to provide proper connections with the present State highway routes.  
"The date when the Rural Road System can be taken over by the Highway Department, and when the maintenance of these roads by the State can be begun, will depend upon when the necessary legislation is enacted. The sooner that is done, the sooner maintenance can begin. Between the enactment of the legislation, however, and the time of taking over the roads the Highway Department will require not less than sixty days for the necessarily very extensive preparations in men, material, and equipment which will be required.  
"I asked you to remember that, since this is the largest undertaking ever contemplated by any highway department on earth, it cannot be set in motion without reasonable time for preparation.  
License Fee Reduction  
"As I promised during the campaign, I recommend the reduction of the motor car operator's license fee from \$2.00 to \$1.00, and a reduction of \$5.00 in all passenger car registration fees, both to be effective January 1, 1932. These reductions will save the owners and operators of motor vehicles about \$10,000,000.00 a year. After they have been made there will remain sufficient revenues to finance on an economical basis the present and the proposed highway programs.

"When my first Administration went out of office in January, 1927, I took great care not to encumber, but to leave for the free disposition of my successor, not only all funds to be received between January 1 and May 31, 1927, but all fees for motor vehicle registration paid in during 1926 but applying to 1927.

"That procedure has not been continued. All motor license fund moneys estimated to be received up to and including May 31, 1931, have been encumbered, and commitments definitely set up for that whole sum by the Fisher Administration before it went out of office. For that reason the moneys available to the present Administration for highway construction during the coming working season will be very seriously reduced in amount.

"This depletion of funds due to the road policy of the outgoing administration already referred to, by which it controlled the expenditure of not far from five years of motor fund from the regular Motor License Fund during the 1931 construction season (except as already contracted for under the Fisher Administration) unless a temporary transfer of money can be made from the General Fund. The funds to be received during the summer will be far less than one-half the receipts for the year, and will all be needed to finance to her activities and purposes, such as maintenance, interest and sinking fund requirements.

"In order to begin construction of the 20,000 miles of township roads at the earliest practicable moment, to relieve unemployment, and to assure the prompt and complete use of the federal appropriations for highway, I recommend the temporary transfer of \$10,000,000 from the general Fund to the Motor License Fund, to be used for highway purposes and to be returned to the General Fund during the fiscal year in which it is loaned.

**Gathering Routes Are More Common**

Cream gathering routes for local creameries have become more common because of motor trucks and improved country roads, says the U. S. Department of Agriculture. The Bureau of Dairy Industry has found that where farmers bring their sweet cream to the creamery every day or every other day, deterioration in quality in transit is usually very slight. However, if the farmers bring in cream only once or twice a week, it is usually sour and stale, and the creamery can get a better quality of cream by starting a gathering service and collecting the cream by motor truck three or four times a week, and thus produce a better quality of butter. At some creameries, the bureau declares, regular collection of cream by motor trucks has so improved the quality of the butter produced that the premium for higher quality butter more than pays for the cost of gathering the cream. The cost per pound of butterfat for operating a cream-gathering route may be estimated closely by determining the length of the route and the number of miles of travel, the quantity of cream and its butter-fat content, the wages for the truck driver and other labor, and the cost per mile of operating each truck. If the cost of collecting cream is ten cents a pound of butterfat, for example, this is more than the service is worth to the farmer or to the creamery. However, a cost of two cents a pound of butterfat for gathering cream by motor truck is less than the cost to the average farmer for delivering his cream.

**THE BUS SPEED LIMIT WILL BE ENFORCED BY S. POLICE**

A drive to compel motor busses to observe speed limits and other rules of the road is to be started by Governor Pinchot through the State Highway Patrol.  
Two such campaigns were ordered during the Fisher administration but neither was prosecuted very vigorously.  
The decision to pull the busses down to the legal speed limit, it is said, was reached by the Governor in driving from Philadelphia to Milford one week end during the recent campaign. A bus was roaring ahead of the Governor's car. To test its speed, the Governor had his chauffeur drive at a 55 miles an hour, then 60, and still was unable to overtake the bus.  
Under provisions of the motor code the maximum speed for any bus would be 35 miles an hour. It would be necessary for companies to revise schedules if they are held to a speed like that.

**Dog Eats Shelled Corn**

"George," a two year old pointer bird dog owned by Sam Pratt, Sr., has developed an appetite for shelled corn.  
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**TREE PLANTING PROGRAM**

By the Chief of the Bureau of Forest Extension, Penna. Dept. of Forests and Waters.

The George Washington Bi-Centennial Association in co-operation with the American Tree Association is advocating the celebration of the Two Hundredth Anniversary of Washington's Birthday by dedicating planted trees to his memory, and the Pennsylvania Department of Forests and Waters, Harrisburg, Penna., is helping by furnishing trees for reforestation at a small cost.  
There are many thousands of acres of idle lands in Pennsylvania, and there is hardly a farm in this State that does not have a few acres that, like the boarder cow, are eating their heads off. They are taxed annually but produce nothing. What do you do with these lands is a serious question, some of them should be reforested. If a forest tree plantation is established this spring and the fact reported to the American Tree Association, 1214-16th Street N. W., Washington, D. C., and the plantation registered as a Washington Memorial Tree Plantation an appropriate certificate will be furnished by the Association.

A post card of inquiry to the Department of Forests and Waters, Harrisburg, Penna., will bring tree planting literature and a forest tree application blank to you. The trees are sold at \$2.00 per thousand and pitche pine, red pine and white pine are available. These trees are 2 and 3 years of age and suitable for reforestation of old fields. Two men should plant 1,000 trees in less than a half day. The seedlings are usually planted about 5 feet apart and this requires from 1,000 to 1,500

the acre. The express on 1,000 trees runs from 50c to \$1.00 and on larger orders the cost per thousand is less. Shipments are made during early April.  
Many people wonder why so many trees are planted to the acre and a little thought will show why this is necessary. The first aim in planting trees should be to see that the ground is covered as soon as possible with protecting shade. This helps to eliminate grass and weeds competing for air and sunlight. The matted roots of the trees help protect the soil from erosion. If the branches of adjoining trees intertwine and height growth is stimulated and the fittest trees survive, so that in the course of twenty or thirty years the weaker trees are crowded out, but in the meantime have performed a valuable service by helping to supply the dense shade that kills off the lower branches of the dominant trees, thus helping to produce trunks free from limbs. Nearly everyone has noticed that boards sawed from limby trees are full of knots and the more sunlight a tree has on all sides the more limbs. While the most desirable logs are those on which there are no limbs and the boards sawed are clean.  
Forest trees and particularly the pitch pine will grow on poor soil. No fertilizer or cultivation is necessary. Of course, care must be used in planting, as every farmer knows but once established, a forest requires little attention, except of course that it must be protected from tramping by cattle, destruction by fire and other enemies.

**FARM OUTLOOK FOR THIS YEAR**

**Lower Production Costs—Farm Labor Lowest In Decade—Expect Cheaper Grain Prices.**

The following points are taken from the annual outlook report for 1931 prepared by the Bureau of Agricultural Economics in Washington in co-operation with the various states:  
Farmers may reasonably expect somewhat lower production costs, a probable tendency toward improvement in market demand, and a greater degree of stability in general commodity prices during 1931.

The live stock industries have such advantage as goes with relatively cheap grain. Wages of farm labor are the lowest in a decade. Fertilizer prices have declined. The condition of farm equipment and of the whole producing plant is fairly good. In general, agriculture stands to gain by the gradual stabilizing of business and prices.

During the early part of 1931, the supply of labor for farm work is expected to be abundant and farm wages probably will be lower than in any corresponding period in many years.  
The present very low level of wheat prices has brought into operation forces tending to cause an improvement, but despite this, another year of low wheat prices is in prospect for 1931.  
In view of the decreasing market demand for oats, resulting from the continued reduction in numbers of workstock and a more general use of barley as feed, it cannot be expected that returns from oats for market in 1931, when compared with competing crops, will be more favorable than in 1930.  
Conditions for winter wheat to date have been generally favorable except that deficiencies of subsoil moisture in large sections affected by the drought may make for reduced yields per acre sown. Unless adverse conditions develop between now and harvest time, another large crop of winter wheat will be produced in 1931.  
Corn.  
With prospects for only a slightly larger demand for corn and much larger supplies in prospect for next season it is probable that prices in the season beginning November 1, 1931, will average somewhat lower than in the present season. Because of this year's short supply, some improvement in cash corn prices seems probable before the 1931 crop is available.  
The hog industry during the marketing year which begins October 1, 1931, is expected to be in a more favorable position than in the current year, since indications point to slightly smaller supplies, lower feed costs and some improvement in both foreign and domestic demand during that period.  
Cattle.  
Cattle prices during the first half of 1931 are expected to average considerably below those of the first half of 1930, but prices of most classes and grades during the second half will probably average about the same as those of a year earlier.  
Although an increase in demand is expected during the next year or two, sheep producers are faced with the problem of reducing breeding stock numbers and disposing of a larger proportion of their annual lamb production through slaughter channels, in order to improve materially the economic position of the industry.  
The long time horse and mule outlook at the beginning of 1931, is but little different from that the beginning of 1930.  
Demand for horses and mules will not make much improvement during 1931 and prices will continue at present reduced levels. It is probable that an improvement in the agricultural situation in 1932 will be reflected in improved demand and strengthening prices especially for mules.  
Dairy Products.  
With more cows on farms and the number still increasing, and with milk per cow running above last year, an increased production of dairy products during 1931 must be expected. A substantial reduction in the number of heifer calves on farms January 1, 1931, below the number a year earlier seems to indicate the beginning of a slowing up in the recent increase in dairy stock.  
So long as income from all other sources is greatly reduced, it is to be expected that farmers will continue to increase the number of cows milked until the spread between the value of the dairy products sold and the value of the feed is reduced materially below that usually prevailing.  
In all periods of depression, additional effort is forthcoming to reduce costs of production through the introduction of efficiencies. This may well be expected to happen in the next ten years on our American dairy farms. This means greater care in the selection of milk cows, a greater amount of culling out of low producers, and much more skill in the feeding and general management of the dairy herd.  
With more dairy cows on farms, with larger numbers of heifers coming into production, and with production of milk per cow maintained by low feed prices, the outlook is for increased production of dairy products and continued low prices throughout most of 1931.  
Poultry.  
Although the number of layers and the production of eggs in 1931 promise to be somewhat less than in 1930,

Sees Elk Herd  
Game Protector William J. Davis, of Clearfield, recently reported having seen a herd of approximately 15 elk while he and Assistant Game Protector Philip Sloan, of Cambria county, were patrolling along the McGeorge Road. Attempts will be made to secure some good motion pictures of the herd.  
Fertilize the Garden  
Use the best fertilizer for your garden soil. For light soils with little manure, use a 4-8-4 mixture; on heavier soils with plenty of manure, apply a 4-12-4, and for unusually fertile soils with abundant manure, use only superphosphates. For one-quarter of an acre, or about 100 by 100 feet, apply about 300 pounds.  
Provide Spray Materials  
Efficient potato growers have found it helpful to have a sufficient supply of lime and blue stone on hand before the spray season opens. Plan to have a surplus instead of want to take care of the materials. A shortage.  
Grow Good Cows  
Raise calves from only the very best cows. It is better to veal all calves unless their blood inheritance makes it possible for them to develop into good cows.

Increased supplies of potatoes in prospect in the 1931 crop year will probably more than offset any improvement in demand if growers respond as they usually do to potato prices or if they plant the increased acreage now reported as increased. With average weather conditions during 1931, potato growers are likely to receive lower prices for the 1931 crop than were received for the 1930 crop.

**Urge Building Up Local Associations**

Ways and means of strengthening the membership of local threshermen's associations throughout the counties of the State were discussed in the 18th annual convention by various delegates from throughout the State.  
E. H. Lykens, secretary of the Blair county association, offered a practical solution when he suggested a representative of the Pennsylvania Threshermen and Farmers' Mutual Casualty Insurance Company be made secretary of each county local; and that it be his duty to get the membership out, discuss questions of insurance which may come up from time to time and to give every practical aid possible to the members in their various problems.  
Arthur S. Young of Lancaster urged that the younger men in the threshing business be interested and his sentiments were echoed by Jacob Brubaker also of Lancaster county. It was brought out by County Agent Warner of Indiana county that an occasional dinner meeting in the counties would assist in getting a good membership out. The suggestion was made that money from the Association treasury be spent if necessary on local membership building.

**REPORTS ON WORK DONE BY NURSES**

The directors of nurses of the Pennsylvania State Health Department, Miss Alice M. O'Halloran, today reported to the Secretary of Health, Dr. Theodore B. Appel that in the past year 145 nurses connected with the Department visited a total of 12,277 schools in the fourth class districts. This work was conducted primarily for the purpose of assisting medical inspectors in the original inspection work as well as to secure data for follow-up activities in the homes of children needing corrections. Individual cases followed up and corrected through the nurses' efforts involved 141,141 children. This figure is exclusive of the follow-up work done among pre-school children which reached a total of 49,463.

Potatoes.  
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