

ERZBERGER IS ATTACKED FOR TAX MEASURES

Antagonism to German Minister of Finance Grows—Helfferich Declares War.

(By Associated Press)

BERLIN, Aug. 21.—In an open letter to President Ebert, Dr. Karl Helfferich, the former vice-chancellor, sets forth the reasons which prompt him to wage public warfare against Mathias Erzberger, whom he designates as "a menace to the purity of public life," and declares to be a most unscrupulous and at the same time, dangerous incumbent of the financial ministry, in view of the far-reaching jurisdiction given to him by the government.

Dr. Helfferich says he feels it his duty to enlighten the German people because of the prevailing confusion with respect to certain events and suggested that President Ebert and the government take official cognizance of the charges and proceed to disprove them if they can.

Liberals Make Protest.

Berlin dispatches early in July reported that Dr. Helfferich blamed the Reichstag's peace program of July, 1917, fathered by Erzberger for the moral collapse of the German people. Later he announced that having failed to induce Erzberger to sue him, he would enter suit against Erzberger to prove him a traitor and to bring the truth to light.

Under the slogan "Away with Erzberger," the national Liberals Tuesday night staged a noisy meeting of protest in which the speakers subjected the minister of finance to a vicious verbal grilling. Erzberger's public activities from the time he conducted the armistice negotiations down to the present enactment of radical measures of taxation, were made the subject of attacks from the floor rostrum. "Traitor," "scoundrel," "camouflaged corruptionist" and similar epithets were heard. Some of the speakers demanded that Erzberger be strung up to the nearest lamp-post.

At the meeting a resolution was adopted demanding Erzberger's retirement.

PROSECUTE HELFFERICH.

BERLIN, Wednesday, Aug. 20.—The ministry of justice has received instructions to examine into the evidence obtained against the former vice chancellor, Dr. Karl Helfferich, with a view to prosecuting him.

56 Men Have Returned From War on Richmond Division of Pennsy

Statistics issued by the Pennsylvania railroad show that the Richmond division had three employees killed in action, out of 152 who were given furloughs for army service. Until June 1, 1919, 56 had returned to their positions here.

The Michigan division had two killed in action, 70 had returned up till June 1, 1919, and the total was 136. From the Logansport division had 326 employees in the service, two were killed and 127 returned to this country.

The lines west of Pittsburgh supplied 6,933 employees to Uncle Sam, with 92 killed and 2,924 returned by June 1. Many saw service in France but many have returned after long service on this side.

A new electrical call bell for hospital patients' use gives a continuous signal.

All the paraffin wax for candlemaking in South Africa has to be imported.



Centers of Illinois Community and Industrial Life to Be Connected by Great Roads System; Program Now Under Way



Above: Concrete road construction in Illinois (left) and laying brick for Illinois state roads. Below: W. G. Edens: crushed stone for state roads in Illinois.

SPRINGFIELD, Ill., Aug. 21.—Illinois, this month, launched the most stupendous program of road building in the history of the world. It comprises 5,000 miles of a vast trunk line system, connecting all of the important cities, and the cost will be \$60,000,000. Not a cent of it will be borne by public taxation. The tax license tags at the front and rear of every motor vehicle tell the story of the financing.

There are now 500,000 automobiles and trucks in Illinois. The license fees will produce about \$7,000,000 per annum.

In twenty years it will be sufficient to pay off the principal and interest of the bond issue of \$60,000,000 which guarantees the payment for construction.

The Illinois plan, first suggested a year ago and which was approved by the voters at the polls November 5 last, a majority of 500,000 being given the proposition, has attracted nationwide attention and similar movements have already been launched in Arkansas, Missouri, Georgia and other states, with likelihood of favorable action.

In years gone by Illinois expended about \$7,000,000 per annum for road improvement through the medium of 4,800 township highway commissioners.

Most of the work performed one year had to be done over again the succeeding, as it was purely temporary in character. The same old mud holes received these millions and the public waste became the subject of a campaign of reform launched by the good roads and motor vehicle associations.

The advent of the automobile brought a new understanding of highway problems. It was realized that the city man, driving his car for pleasure or on business through a rural community, should be made to pay a part of the expense of maintaining the roads traversed. It was argued that it was unfair to saddle all of the expense upon the townships.

How Movement Started.

Illinois boasts of 96,000 miles of highway. Seven years ago 16,000 miles of the most important were set aside for improvement by co-operation between the state and county.

The legislature agreed to pay one-half of the cost of building hard roads and also permanently maintain them after construction.

This was the first movement in behalf of good roads, but there were disadvantages through lack of uniformity and co-ordination.

It was found that there could be no stretches of trunk lines across the

state, but simply a patch work system of good and bad roads.

A tourist who found a stretch of good road in one county was apt to find that it connected with a bottomless mud hole in the adjoining. In this crisis, the proposal was made that a higher unit be established under state control, that it be constructed by a state bond issue, and that the routes be selected by the legislature.

Gov. Frank O. Lowden opposed a bond issue which would require additional taxation. A compromise was then effected by which the license fee for motor cars was increased sufficient to take care of the bond issue.

The owners of automobiles and trucks approved the idea and there has been no opposition. The campaign in behalf of the bond issue was supported not only by the motorists, but by bankers, merchants, farmers, workmen, women's clubs, in fact all interests.

Now one year after the campaign was first launched, tangible results are being seen.

There has been delay, due to the scarcity of labor and the high price and scarcity of materials.

With the return of the soldiers the former handicap has been alleviated, and the work is actually under way. Illinois will soon enjoy the unique distinction of a complete highway commission with the state building and controlling the main roads and the counties and townships, the feeders or laterals.

The cost is borne by all of the people, those of the city as well as those of the country, but only by people who own motor vehicles.

Financiers assert that the amortization plan by which the bonds and the interest are to be liquidated, is absolutely safe.

How Money Will Be Started.

What Illinois has done, other states can do, with, of course, varying modifications to conform to local conditions and to meet local requirements.

The Illinois plan bids fair to become universal as its merits are realized.

The distinctive feature is the scheme by which the motor license fees take care of the principal and interest.

This year cars of ten horsepower or less pay a license fee of \$4.50.

Next year and thereafter it will be \$6.

Cars of horsepower between ten and twenty-five will pay \$6; next year the fee will be \$8.

A proportionate increase is fixed for larger types of machines.

Motorcycles have been taxed \$3.

Next year the fee will be \$4.

The smaller type of electric cars now pay \$10.

Next year they must pay \$12.

The larger type of electrics now pay \$20.

Next year the rate will be \$25.

Owners of cars have cheerfully acquiesced in the increase when they found that every dollar would be devoted to a permanent system of road improvement.

To William G. Edens, of Chicago, president of the Illinois Highway Improvement Association, is due a large measure of credit for the successful campaign in behalf of a state aid road system and the payment through license fees.

The bulk of the roads now under construction will be of concrete, laid upon crushed stone. In many instances for a mile or two adjoining the principal cities where the traffic is the heaviest, brick will be used for the upper surfacing with a bed of concrete.

As yet there has been no convict labor requisitioned. In 1913 the legislature adopted a law, requested by Governor Dunn, permitting the employment of prisoners under the honor system. One day is commuted from the sentence of each prisoner for every three devoted to road work.

In miscellaneous road work for a number of years several thousand convicts have been utilized and it is expected that a large number will be employed in building the \$60,000,000 trunk line system, just inaugurated.

The utilization of convicts will be governed to some extent by the labor situation.

In twenty years it is hoped that 50 per cent. of the roads of the state will be improved, equaling the record of Massachusetts at the present time.

Illinois is now forced to admit that only 10 per cent. of her highways have been macadamized.

Read Palladium Want Ads.

Mrs. Barbara Stanley, 83 Years Old, Is Dead

Mrs. Barbara A. Stanley, 83 years old, died Wednesday morning at her home, one and one-half miles southwest of Boston. She was born August 17, 1836, in Boston township and had been a resident of Wayne county her entire life. She was the daughter of Joseph and Nancy Bulla, pioneers of Boston township.

Surviving relatives are the husband, Francis M. Stanley, two sons, Lewis and Marion Stanley, two daughters, Mrs. Flora Osborn and Mrs. Bert Packer; two sisters, Mrs. Winfield Snelser and Mrs. Manson Fouts, and one brother, Dr. J. M. Bulla.

Funeral services will be held Saturday afternoon at 2 o'clock at the residence. Burial will be in Boston cemetery. Friends may call any time.

PREMIER BACK IN PARIS

(By Associated Press)

PARIS, Aug. 21.—Premier Clemenceau returned to Paris today from his vacation in La Vendee. He proceeded at once to the war office and took up work that had accumulated during his absence.

In Japan all mineral deposits are government property.

Shoeing horses was unknown to the Greeks and Romans.

In the White House there are about 175 miles of electric wire.

FRENCH PRINCE HEADS AERONAUTS

Prince Roland Bonaparte.

Prince Roland Bonaparte is president of the International Aeronautic Federation which recently held in Paris its first meeting since the outbreak of the world war. A resolution was passed that enemy aeronautic federations should be excluded from the International Federation until their countries are admitted to the League of Nations.

Heretofore Japanese have been a privileged class.

Water passes diametrically through a double action turbine invented by a Hungarian engineer.

LOCAL RULE FOR KOREANS GIVEN IN JAP EDICT

WASHINGTON, Aug. 21.—Local self-government for Korea and reforms looking toward home rule, are announced in an imperial rescript issued in Tokyo and received today at the Japanese embassy.

The military government has been displaced and succeeded by a civil one.

The military gendarmerie, so much under criticism of late, is to be replaced by a civilian police force entirely under civilian control.

A system of village and town municipal government based on popular suffrage also is to be undertaken.

Given Equal Rights

Possibly the most important of all, from the Korean point of view, the rescript provides that Koreans shall have the same privileges and legal rights as Japanese.

Heretofore Japanese have been a privileged class.

Water passes diametrically through a double action turbine invented by a Hungarian engineer.

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32x3 1/2	14.90
31x4	19.90
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31x4	22.90
32x4	23.90
34x4	24.90

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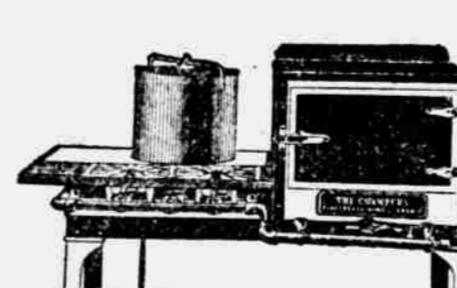
30x3	\$2.25
30x3 1/2	\$2.50
Champion X Spark Plugs	59c
C. & D. Spark Plugs, 7/8	48c
50c Size Tube Patching	37c
Shrader Tire Testers	\$1.00
30x3 1/2 Reliners	\$1.98
5 gal. can Havoline Oil (medium)	\$3.00

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