

Primary liability.

ance with the terms of their respective leases or agreements, but for the payment of the said taxes the Commonwealth shall first look to the corporation company, *copartnership*, association or limited partnership operating the works, and upon payment by the said company, corporation, *copartnership*, association or limited partnership of a tax upon the receipts, as herein provided, derived from the operation thereof, [the] *no other* corporation, company, *copartnership*, joint-stock association or limited partnership [from which the said works are leased,] shall [not] be held liable under this section for any tax upon the proportion of said receipts received by it [as rental] for the use of said works.

APPROVED—The 14th day of May, A. D. 1925.

GIFFORD PINCHOT.

No. 385.

AN ACT

To amend Route Forty-nine as amended, Route Fifty-five, Route Seventy-six, Route Ninety-five as amended, Route Ninety-nine, Route One Hundred and Five as amended, Route One Hundred and Nine as amended, Route One Hundred and Seventeen, Route One Hundred and Sixty-four, Route One Hundred and Eighty-eight, Route Two Hundred and Nineteen as amended, Route Two Hundred and Twenty, Route Two Hundred and Forty-one as amended, and Route Two Hundred and Fifty-two as amended, of section six of the act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred and sixty-eight), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and a staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of Commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvement, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing

method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns, with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act."

Section 1. Be it enacted, &c., That Route Forty-nine as amended by the act, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand and sixty-three), Route Fifty-five, Route Seventy-six, Route Ninety-five as amended by act, approved the sixteenth day of May, one thousand nine hundred and twenty-one (Pamphlet Laws, six hundred and twenty), Route Ninety-nine, Route One Hundred and Five as amended by act, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, one thousand one hundred and sixty-one), Route One Hundred and Nine as amended by act, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, one thousand one hundred and sixty-one), Route One Hundred and Seventeen, Route One Hundred and Sixty-four, Route One Hundred and Eighty-eight, Route Two Hundred and Nineteen as amended by act, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred and fifty-six), Route Two Hundred and Twenty, Route Two Hundred and Forty-one as amended by act, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, one thousand one hundred and sixty-one), and Route Two Hundred and Fifty-two as amended by act, approved the sixteenth day of May, one thousand nine hundred and twenty-one (Pamphlet Laws, six hundred and twenty), of section six of the act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred and sixty-eight), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and a staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of Commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Common-

Highways.

Certain routes of Section 6, act of May 31, 1911 (P. L. 468), amended.

wealth certain existing public roads connecting county-seats, principal cities, and towns, and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvement, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act," are hereby further amended to read as follows:

Route Forty-nine.

Route Forty-nine. From Bedford to Somerset.—Commencing in Bedford, and running by way of Manns Choice, thence by spur to New Buena Vista, *and from Manns Choice to Union, thence to West End* and to a point on the dividing line between Bedford and Somerset Counties [east of New Baltimore]; thence by way of [New Baltimore and] Deeter Gap to a point on the Bedford and Somerset Turnpike east of Stony

Creek; thence by way of Stony Creek and Brotherton into Somerset, Somerset County.

Route Fifty-five. From Huntingdon to Hollidaysburg.—Commencing in Huntingdon, and running by way of Alexandria, Water Street, Union Furnace, and Birmingham, to a point on the dividing line between Huntingdon and Blair Counties; thence by way of Tyrone, Bellwood [and Altoona] into Hollidaysburg, Blair County.

Route Fifty-five.

Route Seventy-six. From Pittsburgh to Beaver.—Commencing at a point on the boundary line of the city of Pittsburgh, and running by way of Forest Grove Road to [Coraopolis; thence over the Thorn Run Road] and of present macadam thence to Carnot; thence over the Broadhead road to a point on the dividing line between Allegheny and Beaver Counties; thence over the same road, by way of Scottsville, New Sheffield, and Monaca, into Beaver, Beaver County.

Route Seventy-six.

Route Ninety-five. From Warren to Smethport.—Commencing in Warren, and running by way of Clarendon and Sheffield, to a point on the dividing line between Warren and McKean Counties; thence, by way of Ludlow, [Wetmore,] Kane, by spur to James City, Mount Jewett, Hazelhurst, and Kasson, into Smethport, McKean County.

Route Ninety-five.

Route Ninety-nine. From Ridgway to Emporium. Commencing in Ridgway, and running by way of Saint Marys [and Rathburn] to a point on the dividing line between Elk and Cameron Counties; thence [by way of Truman and Buckwalter] into Emporium, Cameron County.

Route Ninety-nine.

Route One Hundred and Five. From Emporium to Lock Haven.—Commencing in Emporium and running thence by way of Cameron, Driftwood, and Sinnamahoning, to a point on the dividing line between Cameron and Clinton Counties, thence by way of Westport, Renovo, and Hyner [to a point opposite] to the city of Lock Haven, Clinton County.

Route One Hundred and Five.

Route One Hundred and Nine. From Washington to Waynesburg.—Commencing in Washington, and running [by way of Prosperity] to a point on the dividing line between Washington and Greene Counties; thence [by way of Sycamore] in [into] Waynesburg, Greene County.

Route One Hundred and Nine.

Route One Hundred and Seventeen. From Uniontown to Greensburg.—Commencing in Uniontown, and running by way of Connellsville [and] to Everson to a point on the dividing line between Fayette and Westmoreland Counties; thence by way of Scottdale, [Mount Pleasant,] and Youngwood into Greensburg, Westmoreland County.

Route One Hundred and Seventeen.

Route One Hundred and Sixty-four. From Mauch Chunk to Stroudsburg.—Commencing in Mauch Chunk, and running over Route One Hundred and Sixty-three

Route One Hundred and Sixty-four.

to Weissport; thence by way of Harry [and Stemblersville] to a point on the dividing line between Carbon and Monroe Counties; thence by way of Kresgeville, Gilbert, *Broadhead* [Broadheads ville] and Sciota into Stroudsburg, Monroe County.

Route One Hundred and Eighty-eight.

Route One Hundred and Eighty-eight. From Indiana to Pittsburgh.—Commencing in Indiana, and running by way of West Lebanon to a point on the dividing line between Indiana and Armstrong Counties, thence to a point on the dividing line between Armstrong and Westmoreland Counties, thence [by way of Deronda] to a point *on Route Sixty-nine, thence by way of Route Sixty-nine to a point* on the dividing line between Westmoreland and Allegheny Counties, thence over route seventy to a point on the boundary line of the city of Pittsburgh, Allegheny County.

Route Two Hundred and Nineteen.

Route Two Hundred and Nineteen. From Clearfield to Lock Haven.—Commencing in Clearfield, and running over Routes Fifty-seven and Three Hundred and Thirteen to Kylertown; thence by way of Drifting to a point on the dividing line between Clearfield and Centre Counties; thence by way of Moshannon, Snow Shoe, Runville, Milesburg, and Howard, to a point on the dividing line between Centre and Clinton Counties; thence by way of Beech Creek [and Mill Hall] to a point on the boundary line of the city of Lock Haven, Clinton County.

Route Two Hundred and Twenty.

Route Two Hundred and Twenty. From Stroudsburg to the New York State line.—Commencing in Stroudsburg, and running over Route One Hundred and Sixty-seven to Marshall's Creek; thence by way of Poplar Bridge and Ressaca to a point on the dividing line between Monroe and Pike Counties; thence by way of Porters Lake to Blooming Grove; thence over Route Seven, [to Lord Valley;] and thence by way of Greeley to Shohola, Pike County, opposite Barryville, New York.

Route Two Hundred and Forty-one.

Route Two Hundred and Forty-one. From Tunkhannock to Towanda.—Commencing in Tunkhannock, and running by way of Laceyville to a point on the dividing line between Wyoming and Bradford Counties; thence by way of [Indian Hill School House,] Browntown [and Nelle's Corners] to Wyalusing Borough; thence [by Route Number Thirteen] into Towanda, Bradford County.

Route Two Hundred and Fifty-two.

Route Two Hundred and Fifty-two. From Morrisville to Philadelphia.—Commencing in Morrisville, Bucks County, opposite Trenton, New Jersey; thence by the river road to Yardley; *thence by spur in a westerly direction from the top of the hill near Yardley, by way of Edgewood, Maple Point, Buckto, intersecting with Route Number One Hundred and Fifty-two in Langhorne; thence in a southerly direction to*

*the intersection with Route Number Two Hundred and Eighty-one; thence over Route Two Hundred and Eighty-one in a westerly direction to a road near the Middletown Friends' Meeting House; thence crossing the Neshaminy Creek near the Eight-Arch Bridge; thence over the Bridgetown and Feasterville Turnpike to Feasterville, intersecting with Route Number Three Hundred and Twenty-six; thence to Newtown; thence running over Route Number One Hundred and Fifty-two to Doylestown; thence over Route Number One Hundred and Fifty-one to Neshaminy; thence over public road through Johnsville, Davisville, Southampton, Feasterville, and Trevost to Eddington, on State Highway Route Number One Hundred and Fifty; thence over State Highway Route Number One Hundred and Fifty to the city line of Philadelphia.*

APPROVED—The 14th day of May, A. D. 1925.

GIFFORD PINCHOT.

No. 386.

AN ACT

To amend an act, approved the twenty-seventh day of March, one thousand nine hundred and three (Pamphlet Laws, one hundred six), entitled "An act making it a misdemeanor for persons to unlawfully use or wear any insignia or button of any association, society, or trade's union.

Section 1. Be it enacted, &c., That section one of an act, approved the twenty-seventh day of March, one thousand nine hundred three (Pamphlet Laws one hundred six), entitled "An act making it a misdemeanor for persons to unlawfully use or wear any insignia or button of any association, society, or trade's union," is hereby amended to read as follows, to wit:

Section 1. Be it enacted, &c., That any person who shall wilfully wear, or *display on a vehicle*, any insignia, emblem, or button of any association, club, society, or trade's union, or use the same to obtain aid, [or] assistance, or *service*, within this State, unless he shall be entitled to use, [or] wear, or *display* the same under the constitution and by-laws, rules and regulations, of such organizations, shall be guilty of a misdemeanor, and upon conviction shall be fined not to exceed one hundred dollars, and in default of payment committed to jail for a period of not to exceed sixty days."

Insignia.

Section 1 of act of March 27, 1903 (P. L. 106), amended.

Unauthorized use of insignia made unlawful.

Penalty.

APPROVED—The 14th day of May, A. D. 1925.

GIFFORD PINCHOT.