

into the State Treasury, through the Department of Revenue, and credited to the Motor License Fund.

Section 10. All taxes, penalties, and interest, collectible under acts in existence prior to the approval of this act, shall continue and remain in full force and effect and be collectible by the Department of Revenue notwithstanding the passage of this act. However, it is not the intent to impose double taxation.

Taxes under
prior acts.

Section 11. The provisions of this act are severable, and if any of its provisions shall be held unconstitutional, the decision of the court shall not affect or impair any of the remaining provisions of this act. It is hereby declared to be the legislative intent that this act would have been adopted had such unconstitutional provisions not been included herein.

Constitutionality.

Section 12. This act shall be in effect immediately upon its passage, and approval by the Governor; and the excise tax imposed herein shall be payable for the semiannual tax periods during the year one thousand nine hundred thirty-one, and thereafter.

When effective.

Section 13. All acts and parts of acts inconsistent with this act are hereby repealed.

Repeal.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT

No. 256

AN ACT

To amend route forty-six as amended, route forty-nine as amended, route fifty as amended, route fifty-two as amended, route fifty-five as amended, route fifty-eight as amended, route sixty-three as amended, route seventy-five as amended, route ninety-one as amended, route ninety-seven as amended, route one hundred and two as amended, route one hundred and eight as amended, route one hundred and fourteen as amended, route one hundred and fifteen as amended, route one hundred and twenty as amended, route one hundred and seventy as amended, route one hundred and seventy-one as amended, route one hundred and seventy-four as amended, route one hundred and eighty-eight as amended, route one hundred and eighty-nine as amended, route two hundred and fifty-five as amended, route two hundred and sixty-eight as amended, route two hundred and eighty-three as amended, route two hundred and eighty-five as amended, and routes four, twenty-three, thirty, thirty-four, forty-five, fifty-six, sixty, seventy-two, seventy-eight, one hundred and one, one hundred and four, one hundred and thirteen, one hundred and nineteen, one hundred and twenty-four, one hundred and ninety-five, two hundred and nine, two hundred and thirteen, two hundred and eighteen, two hundred and forty-seven, two hundred and fifty-six, and two hundred and seventy-three of section six of an act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred 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 Highway 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."

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

Section 1. Be it enacted, &c., That route forty-six of section six of an act, approved the thirty-first day of May, one thousand nine hundred and eleven (Pamphlet Laws, four hundred 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," as amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route Forty-six. From Bedford to Huntingdon.— **Route 46.** Commencing in Bedford, and running over route thirty-nine to Everett; thence along Tusseys Mountain, [to station nine hundred and seventeen plus ninety-nine and

eight-tenths; thence by] *with* spur to Loysburg, intersecting with route number two hundred and eighty-six; thence by way of Yellow Creek [Hopewell and Saxton] to a point on the dividing line between Bedford and Huntingdon counties; thence by way of Beaver, Marklesburg, and McConnellstown into Huntingdon, Huntingdon County.

Section 2. That route forty-nine of said act as amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred eight), is hereby further amended to read as follows:

Route 49.

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 *Church*, thence to West End and to a point on the dividing line between Bedford and Somerset counties; thence by way of 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 County.

Section 3. That route fifty of said act as amended by act of Assembly, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand sixty-three), is hereby further amended to read as follows:

Route 50.

Route Fifty. From Somerset to Uniontown.—Commencing in Somerset, and running by way of New Centerville [Rockwood, by spur; thence to New Lexington,] Kingwood, Ursina, [Humbert, by spur,] Confluence. Listonburg, [and] Addison, [by spur, on the National Road to the Maryland Line at Strawn; thence by way of] Newburg, and Somerfield [by spur up Youghiogheny River to Maryland State Line,] to a point on the dividing line between Somerset and Fayette counties; thence by way of Farmington into Uniontown, Fayette County; *thence, by spurs, to Rockwood, to Humbert, to the Pennsylvania-Maryland State Line at Strawn, by way of the National Road, and to the Pennsylvania-Maryland State Line, up the Youghiogheny River Valley.*

Section 4. That route fifty-two of said act as amended by act of Assembly, approved the seventh day of June, one thousand nine hundred and fifteen (Pamphlet Laws, eight hundred sixty), is hereby further amended to read as follows:

Route 52.

Route Fifty-two. From Somerset to Ebensburg.—Commencing in Somerset, and running by way of Freidens to Stoyestown; thence by way of route one hundred and nineteen to Ferreltown; thence, via Boswell, Jerome, Hollsopple, Hooversville, by spur, Davidsville, to a point on the dividing line between Somerset and Cambria

counties; thence by way of Johnstown *and* Vinco [and Dearmin] into Ebensburg, Cambria County.

Section 5. That route fifty-five of said act as amended by act of Assembly, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred eight), is hereby further amended to read as follows:

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] into Hollidaysburg, Blair County. Route 55.

Section 6. That route fifty-eight of said act as amended by act of Assembly, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand sixty-three), is hereby further amended to read as follows:

Route Fifty-eight. From Bellefonte to Lock Haven.—Commencing in Bellefonte, and running by way of Zion, Hublersburg, and Nittany to a point on the dividing line between Centre and Clinton counties; and thence by way [of Cedar Springs to Salona, to Rosecrans, and Loganton, by spur to] of Mill Hall to a point on the boundary *line* of the city of Lock Haven, Clinton County; *and by spur to Loganton.* Route 58.

Section 7. That route sixty-three of said act as amended by act of Assembly, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand sixty-three), is hereby further amended to read as follows:

Route Sixty-three. From Indiana to Brookville.—Commencing in Indiana, and running by way of Creekside, Chambersville, and Home to Marion Center; running by way of Gilpin, Home, Marion Center, Marchand, and Covode to a point on the dividing line between Indiana and Jefferson counties; thence by way of Punxsutawney [leaving by way of North Main Street,] Oliveburg, [Markton, Coolspring,] Stanton into Brookville, Jefferson County; *and by spur to Coolspring.* Route 63.

Section 8. That route seventy-five of said act as amended by act of Assembly, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty), is hereby further amended to read as follows:

Route Seventy-five. From Butler to Franklin.—Commencing in Butler, and running by way of [Sonora,] Greece City, Hooker, North Washington, Eau Claire, Cherry Valley and Byron Centre, to a point on the dividing line between Butler and Venango counties; thence by way of Emlenton *to connect with route sixty-five;* Route 75.

thence over route sixty-five to a point on the boundary line of the city of Franklin, Venango County.

Section 9. That route ninety-one of said act as amended by act of Assembly, approved the eleventh day of July, one thousand nine hundred and twenty-three (Pamphlet Laws, one thousand sixty-three), is hereby further amended to read as follows:

Route 91.

Route Ninety-one. From Franklin to Tionesta.—Commencing at a point on the boundary line of the city of Franklin, and running by way of Oil City, Coal Hill, [McCrea School, Ange's Corner, Venue,] and Venus, to Fryburg, and intersecting with [highway] route [number] ninety-two; thence over [highway] routes [numbers] ninety-two and ninety-eight to Tionesta Borough.

Section 10. That route ninety-seven of said act as amended by act of Assembly, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty), is hereby further amended to read as follows:

Route 97.

Route Ninety-seven. From Ridgway to the New York State Line.—Commencing in Ridgway, and running by way of Johnsonburg and Wilcox to a point on the dividing line between Elk and McKean counties; thence by way of Burrows to Kane; thence over route ninety-five to [a point near Mt. Jewett; thence by way of Big Shanty,] Lances Corners, Lewis Run, and Custer City, to Bradford; thence over route ninety-six to the New York State Line.

Section 11. That route one hundred and two of said act as amended by act of Assembly, approved the seventeenth day of March, one thousand nine hundred and twenty-five (Pamphlet Laws, thirty-six), is hereby further amended to read as follows:

Route 102.

Route One Hundred and Two. From Coudersport to Wellsboro.—Commencing in Coudersport, and running by way of [Brookland] West Pike and Galeton to a point on the dividing line between Potter and Tioga counties; thence by way of Gaines, Ansonia, and Stokesdale into Wellsboro, Tioga County.

Section 12. That route one hundred and eight of said act as amended by act of Assembly, approved the sixteenth day of May, one thousand nine hundred and twenty-one (Pamphlet Laws, six hundred twenty), is hereby further amended to read as follows:

Route 108.

Route One Hundred and Eight. From Pittsburgh to Washington.—Commencing at a point on the boundary line of the city of Pittsburgh, and running by way of Bridgeville to a point on the dividing line between Allegheny and Washington counties; thence [by way of Washington Pike,] to Canonsburg; thence [over the Quail Road] into Washington, Washington County.

Section 13. That route one hundred and fourteen of

said act as amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route One Hundred and Fourteen. From Washington to the West Virginia State Line.—Commencing in Washington, and running over the National or Cumberland Road by way of Claysville and West Alexander to the West Virginia State Line, *near West Alexander*. Route 114.

Section 14. That route one hundred and fifteen of said act as amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), is hereby further amended to read as follows:

Route One Hundred and Fifteen. From Washington to Beaver.—Commencing in Washington, and running by way of Gretna, Burgettstown, and Florence to a point on the dividing line between Washington and Beaver counties; thence by way of Frankford Springs, by spur, to Murdocksville and Clinton; thence by way of [Harshaville,] McClary [Bellowsville,] and Monaca into Beaver, Beaver County. Route 115.

Section 15. That route one hundred and twenty of said act as amended by act of Assembly, approved the thirteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, six hundred forty-seven), is hereby further amended to read as follows:

Route One Hundred and Twenty. From Greensburg to Pittsburgh.—Commencing in Greensburg, and running by way of Adamsburg and thence a short distance west of Adamsburg by spur to Manor; thence to Irwin; thence to a point on the dividing line between Westmoreland and Allegheny counties; thence by way of East McKeesport [Turtle Creek] and Wilkinsburg to a point on the boundary line of the city of Pittsburgh, Allegheny County. Route 120.

Section 16. That route one hundred and seventy of said act as amended by act of Assembly, approved the seventh day of May, one thousand nine hundred and twenty-nine (Pamphlet Laws, sixteen hundred sixteen), is hereby further amended to read as follows:

Route One Hundred and Seventy. From Mauch Chunk to Wilkes-Barre.—Commencing in Mauch Chunk, and running over route one hundred and sixty-two to Nesquehoning; and thence by way of Hudsondale, Weatherly and Beaver Meadow to a point on the dividing line between Carbon and Luzerne counties; thence by way of Hazleton *and* Fairview [and Ashley] to a point on the boundary line of the city of Wilkes-Barre, Luzerne County. Route 170.

Section 17. That route one hundred and seventy-one of said act as amended by act of Assembly, approved

the seventh day of June, one thousand nine hundred and fifteen (Pamphlet Laws, eight hundred sixty), is hereby further amended to read as follows:

Route 171.

Route One Hundred and Seventy-one. From Stroudsburg to Honesdale.—Commencing in Stroudsburg, and running over route one hundred and sixty-eight to Swiftwater; thence to Pocono Summit; thence over route one hundred and sixty-nine to Paradise Valley; thence by way of Cresco and Mountain Home to a point on the dividing line between Monroe and Pike counties; thence by way of Haanna to a point on the dividing line between Pike and Wayne counties; thence by way of South Sterling, Newfoundland, Hamlin, Ariel, Pink, and Hoadley [and Cherry Ridge] into Honesdale, Wayne County.

Section 18. That route one hundred and seventy-four of said act as amended by act of Assembly, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred and eighty), is hereby further amended to read as follows:

Route 174.

Route One Hundred and Seventy-four. From Honesdale to Montrose.—Commencing in Honesdale, and running over route six to Carbondale; thence running to a point on the dividing line between Lackawanna and Susquehanna counties; thence by way of Clifford [South Gibson and Harford; thence over public road] to Kingsley, a point of intersection with highway route nine; *thence by spur to the village of Harford*; thence, crossing highway route nine, *to the intersection at the end of the macadam road at Smith's Corners, north of Brooklyn, on spur of route number nine*; and thence in a northwesterly direction [to the village of Brooklyn; and thence] to Montrose, Susquehanna County.

Section 19. That route one hundred and eighty-eight of said act as amended by act of Assembly, approved the seventh day of May, one thousand nine hundred and twenty-nine (Pamphlet Laws, sixteen hundred sixteen), is hereby further amended to read as follows:

Route 188.

Route One Hundred and Eighty-eight. From Indiana to Pittsburgh.—Commencing in Indiana, and running by way of West Lebanon to a point in the borough of Apollo, where it intersects with route number sixty-nine; thence by way of route number sixty-nine to the village of North Vandergrift in Parks Township, Armstrong County; thence through Westmoreland County, by way of Vandergrift, to Weinels Cross Roads; *thence 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, at New Kensington*; thence over route seventy to a point on the boundary line of the city of Pittsburgh, Allegheny County.

Section 20. That route one hundred and eighty-nine of said act as amended by act of Assembly, approved the sixteenth day of May, one thousand nine hundred and twenty-one (Pamphlet Laws, six hundred twenty), is hereby further amended to read as follows:

Route One Hundred and Eighty-nine. From Kittanning to Clearfield.—Commencing in Kittanning, and running by way of Rural Valley to a point on the dividing line between Armstrong and Indiana counties; thence, running by way of Plumville, by spur to Home, Indiana County; thence by way of Rossmoyne, Georgeville, and Trade City to [Five-Mile House] *route sixty-three in Indiana County*; thence over route sixty-three to Punxsutawney; thence by way of Big Run to a point on the dividing line between Jefferson and Clearfield counties; thence by way of Troutville to [Luthersburg]; *a point on route fifty-nine near Luthersburg*; thence over route fifty-nine into Clearfield, Clearfield County.

Route 189.

Section 21. That route two hundred and fifty-five of said act as amended by act of Assembly, approved the twenty-second day of July, one thousand nine hundred and thirteen (Pamphlet Laws, nine hundred forty-one), is hereby further amended to read as follows:

Route Two Hundred and Fifty-five. From Honesdale to the New York State Line.—Commencing in Honesdale, and running over route seven to a point on the dividing line between Wayne and Pike counties; thence by way of Bohemia [Rowlands] and Lackawaxen to Shohola, Pike County, opposite Barryville, New York.

Route 255.

Section 22. That route two hundred and sixty-eight of said act as amended by act of Assembly, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, eleven hundred and sixty-one), is hereby further amended to read as follows:

Route Two Hundred and Sixty-eight. From Greensburg to Waynesburg.—Commencing in Greensburg, and running over route one hundred and eighteen to Charleroi; thence by way of Allenport, California, West Brownsville, and Millsboro [to a point near the western boundary of Rice's Landing Borough,] to cross-roads near the Dry Tavern; thence by way of Stockdales Lane to Jefferson, into Waynesburg, Greene County.

Route 268.

Section 23. That route two hundred and eighty-three of said act as amended by act of Assembly, approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred and fifty-six), is hereby further amended to read as follows:

Route Two Hundred and Eighty-three. From Bloomsburg to Sunbury.—Commencing in Bloomsburg, and running by way of East Bloomsburg, Catawissa, and Pensyl to a point on the dividing line between Columbia and Northumberland counties; thence by way of Elys-

Route 283.

burg [Shamrock, continuing by way of Saint Jacob's Church,] to Snyderstown and Orphanage into Sunbury, Northumberland County.

Section 24. That route two hundred and eighty-five of said act as amended by act of Assembly, approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, eleven hundred and sixty-one), is hereby further amended to read as follows:

Route 285.

Route Two Hundred and Eighty-five. From Pottsville to Allentown.—Commencing in Pottsville, and running over routes one hundred and forty and one hundred and forty-one to Hamburg; thence [by way of Lenhartsville,] to a point on the dividing line between Berks and Lehigh counties; thence by way of Lynnport to Jordan; thence over route two hundred and twenty-six to a point on the boundary line of the city of Allentown, Lehigh County, and by spur [from] to Lenhartsville, [by way of] Klinesville, and Krumsville [Grimville,] to the line dividing the counties of Berks and Lehigh.

Certain routes as originally established, amended.

Section 25. That routes four, twenty-three, thirty, thirty-four, forty-five, fifty-six, sixty, seventy-two, seventy-eight, one hundred and one, one hundred and four, one hundred and thirteen, one hundred and nineteen, one hundred and twenty-four, one hundred and thirty-eight, one hundred and ninety-five, two hundred and nine, two hundred and thirteen, two hundred and eighteen, two hundred and forty-seven, two hundred and fifty-six, and two hundred and seventy-three of said act are hereby amended to read as follows:

Route 4.

Route Four. From Bloomsburg to Wilkes-Barre.—Commencing in Bloomsburg and running by way of Berwick to a point on the dividing line between Columbia and Luzerne counties; thence, by way of Hunlocks Creek and Plymouth, to intersection with Carey Avenue at the Wilkes-Barre city line; and thence, by spur, through the boroughs of Larksville, Edwardsville, and Kingston, to the boundary line of the city of Wilkes-Barre, Luzerne County.

Route 23.

Route Twenty-three. From Williamsport to Lock Haven.—Commencing at a point on the boundary line of the city of Williamsport, and running by way of Jersey Shore to a point on the dividing line between Lycoming and Clinton counties; and thence [by way of Chatham Run] to a point on the boundary line of the city of Lock Haven, Clinton County.

Route 30.

Route Thirty. From Harrisburg to New Bloomfield.—Commencing [in Wormleysburg,] at the end of Market Street Bridge in East Pennsboro Township, Cumberland County, opposite the city of Harrisburg; thence through Wormleysburg [running by way of Enola] to a point on the dividing line between Cum-

berland and Perry counties; and thence by way of Marysville and Duncannon into New Bloomfield, Perry County.

Route Thirty-four. From Harrisburg to Carlisle.—*Route 34.*
Commencing [in Wormleysburg,] *at the end of Market Street Bridge in East Pennsboro Township, Cumberland County* opposite the city of Harrisburg; thence by way of Lemoyne, Camp Hill, Hogestown, and Middlesex into Carlisle, Cumberland County.

Route Forty-five. From Chambersburg to Mifflintown.—*Route 45.*
Commencing in Chambersburg, and running over route thirty-seven to Fort Louden; thence by way of Richmond Furnace *and Fannettsburg* [Dry Run and Concord] to a point on the dividing line between Franklin and Huntingdon counties; thence to Blairs Mills, Huntingdon County; thence to a point on the dividing line between Huntingdon and Juniata counties; thence by way of East Waterford [Warble] and Spruce Hill to Port Royal; thence over route thirty-one into Mifflintown, Juniata County.

Route Fifty-six. From Huntingdon to Bellefonte.—*Route 56.*
Commencing in Huntingdon, and running over route fifty-five to Tyrone; thence by way of Warrior's Mark, Seven Stars, and Pennsylvania Furnace to a point on the dividing line between Huntingdon and Centre counties; thence by way of State College [and Lemont] to Pleasant Gap; thence over route twenty-seven into Bellefonte, Centre County.

Route Sixty. From Clearfield to Brookville.—*Route 60.*
Commencing in Clearfield, and running over route fifty-nine to [DuBois] *a point near C. & M. Junction*; thence to a point on the dividing line between Clearfield and Jefferson counties; thence by way of Reynoldsville into Brookville, Jefferson County.

Route Seventy-two. From Pittsburgh to Butler.—*Route 72.*
Commencing at a point on the boundary line of the city of Pittsburgh, and running over route seventy to Etna; thence by way of Bakerstown to a point on the dividing line between Allegheny and Butler counties; thence [by way of Maharg] into Butler, Butler County.

Route Seventy-eight. From Beaver to Butler.—*Route 78.*
Commencing in Beaver, and running by way of Rochester to a point on the dividing line between Beaver and Butler counties; thence by way of Zelienople, Harmony, Evans City, *and Connoquenessing* [and Buttercup] into Butler, Butler County.

Route One Hundred and One. From Smethport to Coudersport.—*Route 101.*
Commencing in Smethport, and running by way of [East Smethport and] Port Allegany to a point on the dividing line between McKean and Potter counties; thence by way of [Burtville] Roulette [and Mina] into Coudersport, Potter County.

Route One Hundred and Four. From Coudersport to *Route 104.*

Emporium.—Commencing in Coudersport, and running by way of [Inez, Odin, and] Austin to [Forest House, thence over route one hundred into Emporium, Cameron County.] *a connection with route one hundred near Keating Summit; thence over route one hundred into Emporium, Cameron County.*

Route 113.

Route One Hundred and Thirteen. From Uniontown to Washington.—Commencing in Uniontown, and running by way of Brøwnsville to a point on the dividing line between Fayette and Washington counties; thence by way of Beallsville [Millsboro] and Laboratory into Washington, Washington County,—being a portion of the National or Cumberland Road.

Route 119.

Route One Hundred and Nineteen. From Bedford to Greensburg.—Commencing in Bedford, and running by way of Wolfsburg and Shellburg to a point on the dividing line between Bedford and Somerset counties; thence by way of Buckstown, Stoyestown, and Jenners-town to a point on the dividing line between Somerset and Westmoreland counties; thence by way of Laughlinton *and* Ligonier [and Youngstown] into Greensburg, Westmoreland County.

Route 124.

Route One Hundred and Twenty-four. From Harrisburg to York.—Commencing in Wormleysburg, Cumberland County, opposite the city of Harrisburg, and running over route one hundred and twenty-three to Dillsburg; thence by way of Wellsville [Rossville] and Dover to a point on the boundary line of the city of York, York County.

Route 195.

Route One Hundred and Ninety-five. From Harrisburg to Middleburg.—Commencing at Wormleysburg, Cumberland County, opposite the city of Harrisburg, and running over route thirty to Duncannon; thence by way of New Buffalo and Liverpool to a point on the dividing line between Perry and Juniata counties; thence to a point on the dividing line between Juniata and Snyder counties; thence by way of [Half Falls and] Mount Pleasant Mills into Middleburg, Snyder County.

Route 209.

Route Two Hundred and Nine. From Warren to the New York State Line.—Commencing in Warren, and running over route ninety-five to Glade; thence by way of Kinzua and Cornplanter to a point on the dividing line between Warren and McKean counties; thence [by way of Marshburg to Custer City, thence over route ninety-seven] to Bradford; thence running over route ninety-six to the New York State Line.

Route 213.

Route Two Hundred and Thirteen. From Meadville to Mercer.—Commencing at a point on the boundary line of the city of Meadville, and running [by way of Custards] to a point on the dividing line between Crawford and Mercer counties; thence by way of Sheakleyville

[to a point at or near Fredonia, thence in] to Mercer, Mercer County.

Route Two Hundred and Eighteen. From Clarion to Mercer.—Commencing in Clarion, and running over route sixty-five to Shippensville; thence by way of [Ebensburg] *Edenburg* and Lamartine to a point on the dividing line between Clarion and Venango counties, thence to Emlenton; thence, in part over route seventy-five and by way of Clintonville and Barkeyville, to a point on the dividing line between Venango and Butler counties; thence to Harrisville; thence over route seventy-three into Mercer, Mercer County. Route 218.

Route Two Hundred and Forty-seven. From Pittsburgh to Uniontown.—Commencing at a point on the boundary line of the city of Pittsburgh, and running by way of Castle Shannon and Library to a point on the dividing line between Allegheny and Washington counties; thence by way of Finleyville and Monongahela City to Charleroi; thence over route one hundred and eighteen to Belle Vernon; thence by way of Fayette City, Star junction, and Vanderbilt to Connellsville; thence over route one hundred and seventeen into Uniontown, Fayette County; *and, by spur, from Monongahela along the river through Donora; thence westward to connect with the main route two hundred forty-seven.* Route 247.

Route Two Hundred and Fifty-six. From Waynesburg to the West Virginia State Line.—Commencing in Waynesburg, and running over route one hundred and eleven to Rogersville; thence by way of Rutan, Graysville, and [Jacksonville] *Wind Ridge* to the West Virginia State Line. Route 256.

Route Two Hundred and Seventy-three. From West Chester to the Maryland State Line.—Commencing in West Chester, and running by way of Copeville, Marshallton, [Embreeville] and Unionville to Kennett Square; thence over route one hundred and thirty-one to the Maryland State Line.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT