

**WAY OF FINANCING
FEDERAL AID ROADS.**

Some very interesting facts about the true source of the governmental income used to build federal aid roads have recently been brought to light by the investigation of the American Association of State Highway Officials into road-building finances.

One of the most interesting facts shows that though some States pay heavily into the federal treasury, the real source of revenue paid by them comes from other States.

To illustrate this point, the association cites the cases of Michigan and North Carolina. Seventy-three per cent of the automobile excise taxes paid in this country are paid by the State of Michigan. "But this money," the association finds, "comes from the entire country. The taxpayers of Michigan do not really pay the 73 per cent of the total revenue which the State sends to the federal treasury, for almost half of Michigan's total federal tax is the excise tax paid on motor vehicles and this tax is paid by the buyers of motor vehicles who live in every State in the Union. These States pay the money to Michigan and Michigan forwards it to the United States treasury."

The same situation exists in North Carolina. Here large revenue payments are made by the tobacco company. In this State 86 per cent of the federal revenue comes from tobacco in its manufactured form. This revenue which tobacco manufacturers send to the federal government is not obtained from the citizens of North Carolina, but from tobacco users wherever they may be. So while North Carolina is theoretically credited with large contributions to federal income, persons living outside the State in reality pay much of the money credited to North Carolina.

"This situation," says the association, "is typical of many States which are heavy contributors to the federal treasury. Basic wealth, that is wealth based on the annual value of the products of the mine, the forest, and the farm, really is paying the bill, regardless of where the final checks come from."

Some States, the association finds, are forwarding taxes on property not located within that State. New York, for example, sent 22.3 per cent of the national corporation tax paid by manufacturing, while Pennsylvania sent in but 11 per cent. The manufacturing plants and equipment were valued in New York at \$2,138,897,000 while the value for Pennsylvania was \$2,193,873,000. Since New York paid more than twice as much as Pennsylvania on less valuation, the association, concludes, that there are manufacturing corporations whose charters or office locations cause them to pay income tax in New York on property located elsewhere.

The conclusion drawn from these facts is that the degree of financial responsibility for each State is equitably traced through a comparison of percentages of population, basic wealth and total wealth, rather than through internal revenue payments.

Wider Roads are Needed.

As you drive over the narrow ribbon of paved highway such as constitutes the bulk of our hard-surface roads, has it ever occurred to you that the average automobile driver must have a good sense of judging distances, good eyesight and steady nerves, to pass another car at high speed without more accidents than the large total recorded?

So great is the danger of accidents on narrow highways that engineers are suggesting remedies such as: "1. Roads at least 18 feet wide, so if possible; 2. Widen the dangerous 'bottle necks'; 3. Build by-pass roads through traffic, thereby relieving congestion in the cities' busy districts; 4. Construct permanent roads that lead immediately into the cities, at least 40 feet wide; 5. Provide at intervals of not more than 300 feet, level parking places entirely off the main traveled roads."

Public opinion is aroused on the question of widening roads and thus making them safer but it will take organized effort to secure remedies such as are suggested.

Western States are progressing rapidly with a program of widening highway pavements by building 2-ft. shoulders on each side of 16-ft pavements and, in addition, putting 2 feet of crushed rock along the new shoulders. This gives 20 feet of pavement and 4 feet of rock, which virtually makes a 24-ft. hard-surface of highway.

Such construction produces a satisfactory road at a minimum of expense.

Electric Typewriters.

Steady advance is being made in the development of the electric typewriter. The essential feature of the latest machine before the public is a toothed shaft which crosses the instrument under the type levers. The shaft runs by means of a small electric motor which can be attached to a plug at 300 revolutions per minute. As the keys are struck, whether lightly or heavily, the type levers engage the teeth of the rotating shaft, operating them as the fingers would do. A method is provided for increasing the strength of the impression so that that several carbon copies can be taken, and a simple apparatus prevents two keys being pressed down at one time.

Suicide as Result of Forest Fire.

Remorse caused by the accidental starting of a forest fire at Glen Summit, near Wilkes-Barre, caused a young woman to take her life on Friday, according to the Department of Forests and waters at Harrisburg. Reports received at the department did not give her name. Chief Fire warden Wirt said.

Wild Flowers are Under Protection.

With touring parties to the woods increasing with nice weather the Wild Flower Preservation Society, with membership throughout Pennsylvania, calls attention to the fact that wild flowers and shrubs are protected by law now, and any persons not having ownership in such flowers or shrubs is subject to a fine of \$500 and imprisonment up to three years for taking them.

The Pennsylvania State Federation of Women is cooperating with the League in an endeavor to protect the wild plant life in the State, and believes that an appeal to the reason of most people will suffice without necessity of invoking the law.

Taking shrubs, flowers or any other growing thing from another's property is, under the provisions of this act, a larceny.

Domesticating Silver Fox.

The United States Department of Agriculture has issued a bulletin on the silver fox industry in which it says that as a fur animal propagated in captivity the silver fox has no equal. Beginning in 1886, when Sir Charles Dalton and Robert Oulton conducted their first experiments on a small island off the eastern coast of Canada, the growth of this industry has been steady, that today it occupies a strong position in live animal husbandry in the United States. Rapid draining of swamps and cutting of timber, together with the heavy increase in population and a growing demand for furs of all kinds, have cut deeply into the fur supply. Even such fur as skunk—decidedly unpopular three years ago—is now bought under its rightful name.

Bison of Mixed Breed.

The American bison is the one existing species of the European wild ox. Bos (bison) bonasus, known in Russia as a Zubar, together with the nearly allied New world animal known in Europe as the North American bison, but in its own country as the buffalo. The American bison is distinguished from its European cousin by the following among other features: The hindquarters are weaker and fall away more suddenly, while the withers are proportionately higher, especially characteristic is the great mass of brown or blackish-brown hair clothing its head, neck and forepart of the body, the shape of the skull and horns is also different and more sharply curved, while the forehead of the skull is more convex, and the sockets of the eyes are more distinctly tubular.

Records Show German Soldiers Were Sold.

Berlin.—Investigation into the manner in which some of the fortunes of Germany's former royal houses were acquired, in connection with the question of indemnification by the republic, has disclosed that German princelings up to the Nineteenth century had sold 296,166 of their subjects for \$3,750,000 to England for army service against the American colonies, the French and other enemies.

Duke Karl Wilhelm Ferdinand of Braunschweig sent 4,300 men to England for \$38 a head, it is disclosed, with an additional indemnity of \$22 a head for each man killed in action, three wounded men to be counted as one dead one.

Landgrave Frederick of Hesse "sold" 12,000 Hessians at \$75 a head, with an annual "rental" fee of \$500,000.

There has been produced a letter from the Landgrave of Hessen-Cassel to Baron Hohendorf, his commanding

officer in the American colonies, in which the writer commended the baron "for seeing to it that of 1,950 of the landgrave's peons in the battle of Trenton only 300 escaped alive."

"Be sure to send an itemized statement of the losses to London," the letter continues, "as the English minister wants to pay me for the only 1,455 killed. I am entirely dissatisfied with Major Mindorf, who, according to dispatches, succeeded in saving his battalion of Hessians."

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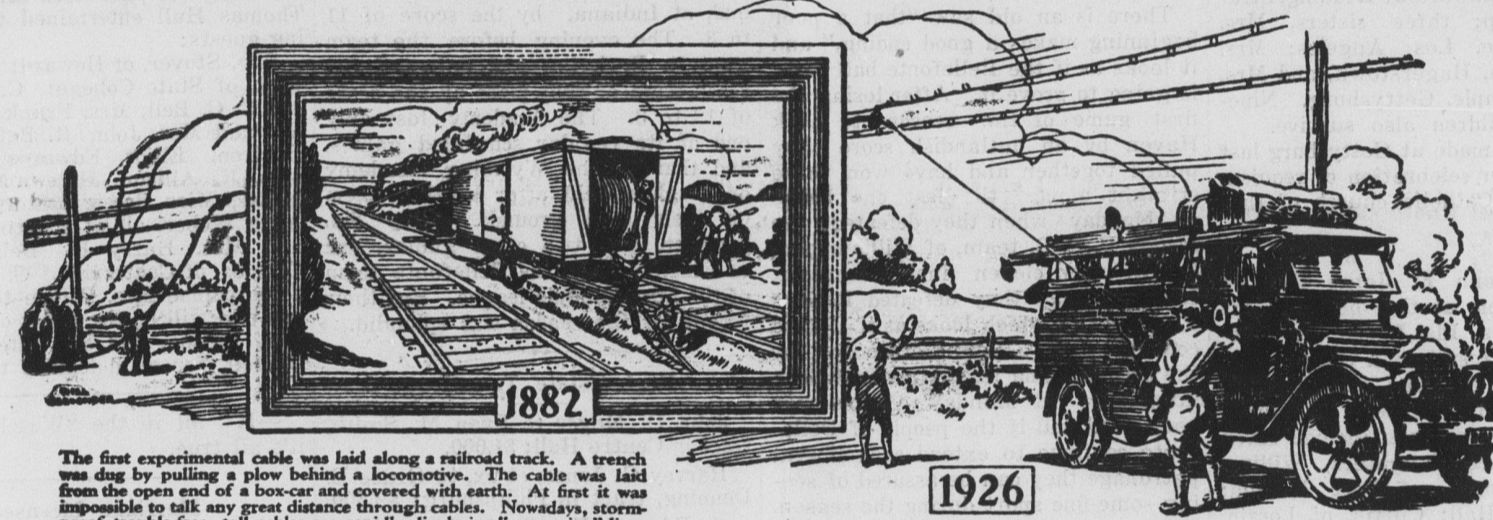
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The first experimental cable was laid along a railroad track. A trench was dug by pulling a plow behind a locomotive. The cable was laid from the open end of a box-car and covered with earth. At first it was impossible to talk any great distance through cables. Nowadays, storm-proof, trouble-free, toll cables are rapidly displacing "open wire" lines.

Storm-proofing the Service

Experiments with underground telephone lines were made as early as 1882.

In the beginning the wires were wrapped in cotton and twisted into cables, usually of a hundred wires each. To prevent moisture getting in and breaking down the electrical circuits, the cables were soaked in oil.

At Philadelphia in 1890 was laid the first lead-sheathed "dry core" cable, in which the wires were wrapped with paper. This marked the beginning of what has now become the universal type of construction. And the hundred wires of the early cables have now increased to 2400, inclosed in a lead sheath less than three inches in diameter.

The use of these cables in urban development is well known.

Not so generally appreciated, however, is the extent to which they are reaching out through the state, tying the cities together.

Across the central part of Pennsylvania, from east to west, is the longest; and continuations of it already reach to New York and Boston, Baltimore and Washington, and Chicago and intermediate cities.

Similar cables radiate from Philadelphia and Pittsburgh, and are steadily extending onward. North from Reading to Bethlehem, Easton, Hazleton, Wilkes-Barre, and Scranton is another very important link of an inter-city cable system that is now growing at the rate of three hundred miles a year in Pennsylvania.

Twenty years ago such cables would not have "talked." Today, furnishing a service which is as flexible and natural as a cross-town connection, they comprise an outstanding example of the continuous progress of telephony.

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