

**STATE FINANCE FOR YEAR 1928**

The Department of Commerce announces a summary of the financial statistics of the State of Pennsylvania for the fiscal year ending May 31, 1928. The per capita figures for 1928 are based on an estimated population of 9,781,000. These statistics were compiled by George A. Nally, office of Auditor General, Harrisburg.

Expenditures.—The payments for operation and maintenance of the general departments of Pennsylvania amounted to \$93,583,350, or \$9.57 per capita. This includes \$26,484,843 apportioned for education to the minor divisions of the State. In 1927 the comparative per capita for operation and maintenance of general departments was \$8.51, and in 1917, \$3.32. The payments for operation and maintenance of public service enterprises in 1928 amounted to \$94,347; interest on debt, \$4,247,403; and outlays for permanent improvements, \$24,064,819. The total payments, therefore, for operation and maintenance of general departments and public service enterprises, for interest and outlays were \$121,990,219. Of this amount \$822,954 represents payments by a State department or enterprise to another on account of services. The totals include all payments for the year, whether made from current revenues or from the proceeds of bond issues.

Of the governmental costs reported above, \$38,468,779 was for highways, \$20,477,095 being for maintenance and \$17,991,684 for construction.

Revenues.—The total revenue receipts were \$147,910,597, or \$15.12 per capita. This was \$49,985,197 more than the total payments of the year exclusive of the payments for permanent improvements, and \$25,920,378 more than the total payments including those for permanent improvements. This excess of revenue receipts is reflected in reduction of debt, and in purchase of investments and increased cash balances, not shown in this summary. Of the total revenue receipts \$822,954 represents receipts from a State department or enterprise on account of services. Special property and other special taxes represented 40.9 per cent. for 1927, and 52.8 per cent. for 1917. The increase in the amount of special property and other special taxes collected was 197.5 per cent. from 1917 to 1927, and 13.1 per cent. from 1927 to 1928. The per capita special property and other special taxes were \$6.19 in 1928, \$5.54 in 1927 and \$2.13 in 1917. The increased receipts from special property and other special taxes for 1928 was due in part to the collection of \$4,300,000 delinquent coal tax.

Earnings of general departments, or compensation for services rendered by State officials, represented 6.8 per cent. of the total revenue for 1928, 7.2 per cent. for 1927, and 10.7 per cent. for 1917.

Business and non-business licenses constituted 40.6 per cent. of the total revenue for 1928, 39.8 per cent. for 1927, and 35 per cent. for 1917.

Receipts from business licenses consist chiefly of taxes exacted from insurance and other incorporated companies and of sales tax on gasoline, while those from non-business license comprise chiefly taxes on motor vehicles and amounts paid for hunting and fishing privileges. The sales tax on gasoline amounted to \$15,811,923 in 1928 and \$9,181,873 in 1927, an increase of 72.2 per cent., principally due to an increase of one cent per gallon in the rate.

Indebtedness.—The total funded or fixed debt outstanding May 31, 1928 was \$93,586,920. Of this amount \$93,221,000 was for highways.

The net indebtedness (funded or fixed debt less sinking fund assets) was \$87,995,726, or \$9.00 per capita. In 1927 the per capita net debt was \$9.46, and in 1917, \$0.06.

**STATE HIGHWAY PATROL RIDES MANY MILES IN JUNE**

Members of the Pennsylvania Highway patrol rode their motorcycles a total distance of 472,567 miles during June, reports on file in the State Department of Highways indicate.

During the approximately 15 complete circuits of the earth at the equator, represented by this mileage, the patrolmen stopped 56,634 vehicles and inspected brakes.

It was found, the records show, that adjustments were necessary in 44,612 cases. In the battle against glaring headlights it was found that 12,578 of the 55,320 machines stopped for that cause needed adjustment of the lamps. It was pointed out by officials of the patrol that if this ratio holds good throughout the State, that there are approximately 400,000 automobiles in the State with faulty lamps.

During June the patrolmen arrested 102 persons for operating machines without proper license plates. In some instances the machines carried no plates at all. In other cases the owners were using 1927 plates, that were similar in color to those now in use, evidently in the belief that the patrolmen would not detect the difference.

It was found that at least 337 drivers thought they could drive on the highways without a license as that number were taken into custody. Violations of the "Through-Highway-Stop" system resulted in the arrest of 324 persons, while 442 were taken into custody for reckless driving and 421 were stopped and arrested for failing to signal.

Two hundred and ninety-seven arrests were made of persons operating machines with illegal headlights. Wilson C. Price, superintendent of the highway patrol, has issued an ultimatum that during the remaining months of this year the patrol will wage a relentless war against motorists who violate the rights of pedestrians.

**PENNSYLVANIANS MAKE GOOD USE OF TELEPHONES.**

A recently completed statistical survey of the world's telephone development shows that Pennsylvania had on January 1, 1928, nearly as many telephones as France, Belgium and Bulgaria combined.

There were about 1,063,485 Bell telephones in operation in this State on that date. This figure was substantially increased during 1928 and the first six months of 1929, however, so that today there are more than 1,185,407 Bell telephones in Pennsylvania alone.

France, Belgium and Bulgaria had on January 1, 1928, a total of 1,094,455 telephones. Another indication of the extensive use of the telephone in this State is afforded by the fact that it had practically as many instruments in operation at that time as Italy, Austria, Belgium, Hungary, Norway, Spain and Czechoslovakia combined.

Not only in Pennsylvania, but throughout the nation, telephone development is shown by the survey figures to be well in advance of the expansion of this form of communication in Europe and the rest of the world.

New York, for instance, had almost as many telephones as the whole of Great Britain and Northern Ireland. Chicago had more than all France. Los Angeles had almost as many as Austria and Belgium combined. The eight American cities with populations of 1,000,000 or more each had more than half as many telephones as the whole of Europe.

Not only had the United States more telephones than the total of the rest of the world, but Americans used them, as they do now, the telephone more often than the inhabitants of any other country. There were 224.7 telephone conversations per capita in this country in 1927. Canada came next with 221.5 telephone conversations per capita. Germany reported 35.5 conversations, while Great Britain and Northern Ireland had but 28.6 per capita, and France only 17.2 per capita.

The time necessary to obtain authoritative data from the more remote countries of the world made it impossible to get strictly comparable figures for a later date than January 1, 1928, the compilers of the statistics explained.

On that date there were 30,990,304 telephones in the entire world, and one-half were in the United States. This country's 18,522,767 telephones comprised 60 per cent. of the world's total.

Europe had 8,623,407 telephones, or less than one-half of the number in operation in this country, and only 28 per cent. of the total for the world. The remaining 12 per cent. of the world's telephones were widely scattered over the globe in Asia, Africa, Oceania, South America and those countries in North America outside of the United States. During 1927 there were 1,583,743 telephones added to the telephone system of the world, which was nearly as many instruments as were in service throughout the world at the beginning of this century.

It is interesting to note that in relation to population, the extent of telephone service in the United States is markedly greater than in Europe. Out of 21,374,633 telephones operated by private companies, throughout the world, 18,522,767 were in the United States.

There were 15.8 telephones per 100 population in this country as compared with only 1.6 telephones per 100 population in Europe, where nearly 85 per cent. of the telephones were under government operation.

The only country approaching the United States in point of density of facilities was Canada, which, on January 1, 1928, had 13.2 telephones per 100 inhabitants.

New Zealand ranked third with 10, followed by Denmark with 9.3, Sweden with 7.7, Australia with 7.2, and Norway with 6.4. Germany ranks next to the United States in the total number of telephones, but had only 4.4 telephones per 100 population. In Great Britain and Northern Ireland there were but 3.6 telephones per 100 inhabitants, while France had only 2.2 telephones per 100 citizens.

**SOME CENSUS FACTS.**

Enumerators and supervisors appointed to take the 1930 census will receive correspondence school instructions in their duties from the United States census bureau at Washington, under plans which are being outlined at Washington by Director of the Census W. B. Stewart who will also ask an advisory committee of business and civic leaders to assist him in the selection of qualified census takers in each community and to advise and cooperate with the workers in the field after their appointment. Household calls will be called upon to respond to more searching questions in 1930 than in the case of any previous census. It is possible that an inquiry as to the annual income of all persons working for wages or a salary will be included in the questionnaire so that the number of wage earners and salaried persons in each community may be ascertained and classified according to income groups, without revealing the earnings of individuals. It is also planned to obtain in the next census accurate statistics on the extent of the movement from the farms to the cities.

**MECHANICAL TRAFFIC SIGNAL**

Science has stepped into the field of traffic regulation and her latest and most extraordinary offering is a new traffic robot or mechanical policeman who is now directing traffic in many of our large eastern cities.

Our modern age has delivered over to us many thousands of mechanical "slaves" but only recently has it begun to approach the more valuable one of creating mechanical "brains." During the last two or three years some devices have come on to the market that have showed symptoms of having the creative germ, but unfortunately most of them have performed only minor functions.

Recently a group of Yale engineers brought forth a mechanical "brain" that actually accomplishes a useful function—a tremendously useful function, that of directing traffic. It is not a bit and miss proposition, it is a "mechanical policeman" that directs traffic far more efficiently than a highly trained traffic officer and operates a standard signal light in exact accordance with the varying volume and flow of traffic in the streets. It enjoys, furthermore, a tremendous advantage in that it admits of no errors.

To fulfill the claims made by these inventors the device necessarily had to possess a "brain" that would make it superior to that of the human being. It seemed highly improbable that any mechanism could be devised which would be capable of "remembering," "thinking," "seeing" and "receiving instructions" and skepticism therefore prevailed.

Those who have seen the system in operation in a number of eastern cities, however, maintain that it does everything but smile, give the motorist a cheerful "good morning," arrest speeders and give tickets to court functions. What this mechanical "brain" lacks in amenities, it makes up in smoothness of operation.

The "electro-matic" traffic control was conceived in New Haven, Connecticut, when a young Yale professor, Henry A. Haugh, Jr., hurrying home late one night, was stopped at a pretimed traffic signal which was giving the right of way to an empty street. Chafing at the unnecessary delay, Professor Haugh began to ruminate upon the possibilities of regulating traffic by mechanical means to its own volume and flow. In other words, allowing traffic to run itself, in collaboration with three Yale associates, Eugene D. Stirlen, Charles D. Geer, and Wallace G. Garland, the new mechanical "brain" with its mechanical "eyes" was developed.

The system which has been installed in the eastern States is directing traffic far more efficiently than ever has been directed before by other means, either human or mechanical.

The mechanical bluecoat does not operate according to any set rule nor does it adhere to any particular schedule. Throughfare traffic is "remembered" and sent along at the earliest moment consistent with safety.

Drivers who pass frequently are amazed when they discover that the lights blink different under what appear to be similar conditions, yet using more than human intelligence.

The secret lies in "vehicle-sensitive" units in the pavement of the streets adjacent to the intersection. Automobiles passing over these sensitive units in the pavement govern the changing of signals.

**MUST OBEY RULES COVERING OBJECTS ALONG HIGHWAYS.**

Erection and maintenance of mail boxes and milk stands within the right-of-way limits of State highways must be in conformity with regulations of the Department of Highways, W. A. Van Duzer, Assistant Chief Engineer, says. The Department of Highways, under the law, prescribes regulations governing the erection of mail boxes, milk stands, etc., within the right-of-way limits of State highways, the department having established such regulations.

Explaining the Department's regulations, Mr. Van Duzer said: "A survey of our State highways shows that sufficient regard is not shown for the regulations governing the erection and maintenance of mail boxes and milk stands within the right-of-way limits.

"The Department of Highways has a regulation that no mail box shall be within four feet of the improved road. For safety's sake, it would be better to have this six feet. The post should be firmly imbedded in the earth, and it would add considerably to its appearance if it were painted white.

"The milk stands are another eyesore along the highways as the majority of them are not plumb and very few, if any, painted. It is suggested that the farmers could add materially to their property and to the road in general if they would erect milk stands about six feet square on posts placed plumb in the ground and paint the structure white. These stands should not be closer than six feet from the edge of the improved road.

**AN ALTOONA DRIVER TO HAVE HIS CHANCE.**

It may require a keen imagination to hold down a job as scenario writer. It may be tough to satisfy the folk who pack the theatre houses each year and to keep them from feeling that your imagination is a little far-fetched.

But any of the Hollywood colony a little shy on "fodder" will find an honest-to-goodness true-to-life climax when the knights of the gas trail battle it out on the Altoona Speedway Labor day.

The script bringing about this climax is unwritten. The events leading up to the "finis" are not in manuscript form but are written deep in grease, heart-aches, pain and disappointment.

It is the story of a youth who was seized with the urge of speed. You know the rest—he is one of the home town boys—he does his level best to get on top—he finds some success on the dirt track—then there is a crack-up and more disappointments—he tries to pull out of the small time and get into the major events but finds the pulling hard—then he gets his big break and all eyes are on him, win or lose.

Sure, you have heard it. It is the old, old story told and flashed on the screen time and time again. But this time the story is true.

"Gordy" Condon is one of Altoona's boys. He started out with an old "crock"—as the speed boys call them in 1921, playing the fairs and small time dirt events. Around on the home town corners, the followers of the speed game talk of Condon as the "bozo who can spill 'em pretty."

Two years after Gordy started on the gasoline trail a group of Altoona men got together and built the Altoona oval. But Gordy couldn't hope to take a fling at that—he didn't have the car nor the finances to delve into the more sunny side of automobile racing and was forced to be content with wheeling his crock around the dirt paths.

After busting fences, turning somersaults and otherwise going through the acid test handed all the speed knights, Gordy began to climb to the front. He got on the small time board tracks and in 1927 raced before his home town folk for the first time in "high class stuff" when he entered the semi-pro event preliminary to the major Altoona championship race that year. But he threw a connecting rod and was unable to finish the event.

Not discouraged Condon continued on the small time once more. Then Earl DeVore lost his life when the Vestris sank and the Chrimlitt Special wheeled by Earl was without a pilot. The car was owned by Frank Cramer. Altoona speedway president, and Condon made a bid for the seat in Cramer's buggy. He was given promise of the job and he went to Indianapolis for the Memorial day classic this year and his first big chance. But that "break" was soon blasted—Cramer sold the "job" to "Speed" Gardner, of Pittsburgh, and Condon was without a mount.

But now another big break has come. Mrs. Marion Batten has elected Gordy to wheel the mount of her husband, Norman, who also lost his life in the Vestris disaster.

**GAME BOARD IS PURCHASER OF IMMENSE TRACT.**

One of the largest real estate transactions to take place in this section in years is under process of completion, the deal being closed when survey and abstracts are completed. By this transaction the state game commission is given title to about 8,000 acres of land, most of which has been the property of W. N. Conrad and a portion the point property of Mr. Conrad and his brother-in-law, Floyd M. Rhed.

The tract lies in Heath and Polk townships, Jefferson county, and about 800 acres in Spring Creek township, Elk county, near the Clarion river. It is surrounded by national and state forests lands and embraces one of the finest game sections in this part of the country.

The transaction was brought about through the efforts of Richard E. Reitz, member of the state game commission. For a number of years past Mr. Conrad had plans for formation of a huge rod and gun club, with these extensive holdings as a basis.

He has received proposals from a number of wealthy citizens of Pittsburgh and other cities in this section for the formation of such an organization, and only the efforts of Mr. Reitz in presenting the public aspects of the question induced him to abandon these plans. It was pointed out to him that this great tract should be preserved to the use of the sporting public of this and future generations.

The tract has quite generally splendid soil conditions and excellent coverage and forage for all sorts of wild life. Some of the finest deer and bear crossings in the State are located on the tract. It is traversed by a branch of the North Fork, Daugherty, Stoney and Bear Runs and part of Maxwell Run, and embraces the tract known to old time hunters and fishers as the Dayton & McDonald mill site. It is traversed by Clear Creek, Portland Mills and Silver City roads.

It is bounded on the north by the Allegheny national forest and on the other sides by State forest lands. It is understood that as soon as the State gains title to the land, the tract will be thrown open to public hunting. In the future it is possible that certain portions will be used for game refuges, while the streams may be stocked with fish by the State.

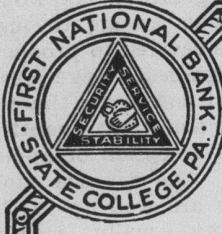
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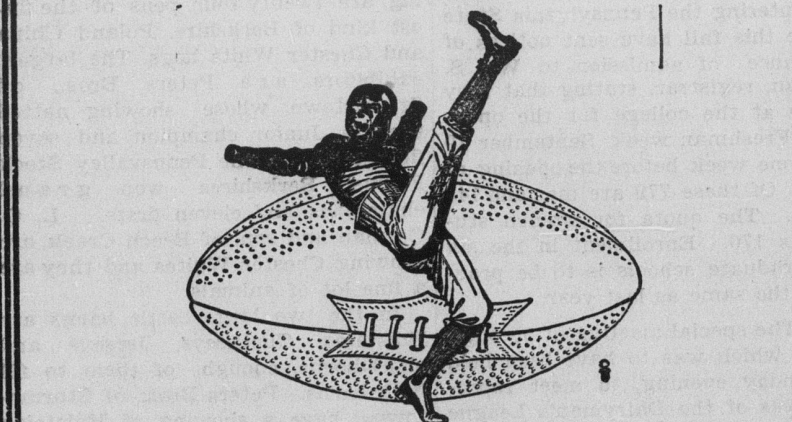


**As we pause to Rest on Labor Day**

we are mindful of the good results attained by workers in all lines of endeavor, and we wish them all a very happy and prosperous career.

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