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MOUNT JOY, PA.
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EDITORIAL

Maybe a laugh is good for what ails us, but alas! what ails us isn't good for a laugh.

It has been a case of too many laws and too many fragments of justice under the laws that have given rise to a growing disrespect for law with its accompanying increase in all forms of the crime.

RATHER INCONVENIENT
Folks going shopping to Lancaster during the Summer months should either carry two watches, or have a mighty good memory. If you want to shop at stores, remember that's daylight time; if you want to attend the farmers' markets, that's standard time; if you want to do anything else, take your own time.

TIME TO GET BUSY
The spring season has arrived. Now is the time to make the needed repairs or a coat of paint for the house and garage, the planning of a garden, or getting the lawn in the shape with seed and fertilizer for the summer, or some interior changes or refurbishings in the home. Probably every home needs something and not in many, many years were materials as cheap, or good labor available at such reasonable wages. Many families will be able to do this work themselves, but if unable to do it yourself get busy and employ as many people as you can. Work is needed by the scores of men and women, and by giving employment to them you are helping yourself and everyone in the community, either directly or indirectly.

TRANSPORTATION PROBLEM THREATENS NATION
With persistent declines in railroad traffic and a growing realization that much of this loss is going to be permanent because of the severe competition from motor trucks and buses, Washington continues to concern itself with the more trivial aspects of the problem. The loans of the Reconstruction Finance Corporation are merely temporary relief, which further increase railroad indebtedness and thus tend to make a bad situation worse.

In one type of traffic after another, motor vehicle competition is eating into the business of the carriers. Owing to the failure of Congress to tackle the problem of motor transportation, regulating of automotive vehicles has been left to the various states. Most important of all interstate operation of road vehicles is left to compete with the railroads unregulated.

TAXES MUST COME DOWN
Taxes and the cost of government must be reduced because the people are demanding it in all sections of the country and because things can't continue as they are. Business men and wage earners are crying out against the oppressive load of taxation. And when the masses raise their voices, the leaders are forced to listen. That is one advantage of a Democracy.

THE BONUS QUESTION
Congress has been diligently canvassed to pledge a majority for the two billion dollars with which to pay war veterans the face value of the bonus certificates that by the present law are to mature in 1945. No sooner is balancing the budget in sight, than it is proposed to disjoin it with commitment so radical as to threaten the country's financial structure. Whether this cash bonus were paid with fiat money, as some suggest, or with a further issuance of bonds, adding to the national debt, its influence upon the credit stability of the country would be disastrous. Many believe that it would precipitate a new crisis of such magnitude as to dwarf our present difficulties, under which the country groans with distress. Two billion dollars cannot be picked from

SERIAL BONDS ARE LESSER BURDEN ON SCHOOL DISTRICTS

Through the closing of some financial institutions many school districts of Pennsylvania may lose the part of the money accumulated in their sinking funds, and officials of the State Department of Public Instruction say that such losses would not be so great had more districts used the serial bond method of financing.

In the sinking fund method, the school districts accumulate funds to pay the bonds when due, usually at the end of a ten or twenty-year period. It is pointed out that many slips may occur before the bonds mature, and in the present instance bank failures are providing embarrassing to some school districts where directors see their savings lost or seriously endangered.

Much of this loss could have been avoided by directors using the serial bond method of financing. Serial school officials declare. Such dangers and some unnecessary expense may be avoided, they say, by using the serial type of bonds, some of which mature each year beginning at the end of the first year. When such bonds are issued the interest and that part of the principal maturing each year may be paid from general funds of the district.

Distribute Burden
In order that the burden may be equally distributed over the period during which the issue is in force, the bond schedule set up should provide for equalized payments. Under this plan the yearly payments on the principle gradually increase throughout the period of the issue and the payments for interest gradually decrease, but the sum of these two items is practically uniform from year to year. This plan makes it possible for the proceeds of a fixed number of mills on the assessed valuation to provide for this item of expense without the establishment of a sinking fund. The fact that the obligations mature each year means that they must be provided for from each year's income and may not be postponed to bankrupt the district at some later date.

In the less desirable sinking fund method money is set aside to pay the interest and principle of bonds. Directors may fail to meet this obligation and a heavy burden may face the district at a later date due to the neglect. Sometimes it has happened that money has been "borrowed" unlawfully from the sinking fund and used for other purposes. Even though the fund is properly established and accumulated it may be lost, as has happened recently in many districts. In addition to the dangers involved, school finance leaders say that the issuance of the type of bonds requiring a sinking fund is an expensive type of finance as the rate of interest received on the money in the sinking fund is almost always lower than the rate of interest paid by the district on the bonds.

TRAFFIC MAY NOT MOVE ON YELLOW

"Shooting the yellow" traffic light is becoming a common practice among motorists, according to the traffic experts of the Bureau of Highway Patrol and Safety of the Department of Revenue. This practice is not only dangerous but is contrary to the law, it is pointed out.

The Pennsylvania Vehicle Code is quite clear on this subject. The code provides that when the signal shows alone, traffic facing the signal must stop before entering the intersection. It forbids movement of traffic, except the traffic within the intersection when the yellow first shows, and making a "U" turn on a two way street back of the intersection, when such a turn is indicated by proper signs. These are the only exceptions.

Perry Highway project through Conneaut Swamp to be completed this summer.

the cherry trees growing by the Potomac. They must come from some place where sweet-browed taxpayers have put them. These dollars must be paid in before they can be paid out.

We do not believe that the majority of the men who served in the great war would be willing, when they see the cold facts, to place in financial jeopardy a cause which they did so much to preserve. To seek payment now is to embarrass the country, to threaten the welfare of all that has been fought for.

ASKS AUTOISTS TO OBEY STOP SIGNS

Reports of repeated violations of "Stop" signs received by the bureau of highway patrol and safety of the Department of Revenue, have brought a reminder from Walter W. Matthews, chief of the safety section of the bureau, that under the Vehicle Code "Stop" means a complete stop.

The code makes it unlawful for the driver or operator of any vehicle, street car, or trackless trolley, omnibus, before entering a "Stop" intersection to fail to come to a complete stop within a reasonable distance before entering the intersection where a stop sign has been erected. Merely slowing down or shifting gears at such an intersection is not complying with the law, Matthews says.

The penalty imposed for violating this provision is a fine of \$5 and the costs of prosecution and, in default of payment, imprisonment for not more than three days.

Attend Farmers' Day
Reserve June 9 for a visit to the Farmers' Field Day at the Pennsylvania State College. The latest available information on farming and homemaking will be presented by the college specialists in experiments, demonstrations, exhibits and tours.

Business Firms Must Pay Tax

(From page one)
on the gross sale price of all merchandise actually sold by the retail merchants, Reist pointed out. The rate on all wholesale business of a similar nature is one-half mill, or one-twentieth of 1 per cent. of the sale price, which is less than on the retail business.

No merchant is permitted to be in business without paying his license tax. The retailer pays \$2 a year license to the State. The wholesaler pays \$3 a year. There are incidental fees of 75 cents for collection purposes. These go to the mercantile appraiser and the county treasurer for their services. The amount of the tax is too small to be a burden on the merchant, Mr. Reist said. It is also too small to be added to the sale price, he declared, and so cannot be passed on to the consumer.

All persons, firms or corporations who are vendors of goods, wares or merchandise are liable for the tax. It is based on the whole gross volume of business transacted annually. This basis includes cash receipts and merchandise sold on credit during the preceding calendar year. A dealer, according to Reist, has been defined by the courts as one who does not buy to keep or make to sell, but one who buys to sell again.

Any dealer or vendor who refuses to make a sworn return when requested to do so by a mercantile appraiser will be required to appear before the county treasurer of his county for examination. The county treasurer has the power to issue subpoenas for the production of any books and papers necessary to secure information to fix the tax. Appraisers are now gathering this information. July 12 has been set as an appeal day for the present year. At that time any person dissatisfied with his assessment may appear at the county treasurer's office for redress.

Pennsylvania was the first State to have a mercantile tax act. The present act is an enlargement and a continuation of the original act of April 2, 1921, thus making the tax in some form over a century old. Of late years the tax has been so attractive to other states that the Department of Revenue receives more requests concerning it from the other states than concerning all other taxes combined. One foreign country, Canada, has copied Pennsylvania's mercantile tax act, but has made its rate higher.

Welfare Federation of Lancaster Co.

Commending the work of the local chapter of the Red Cross and its twenty-one County Branches, James L. Fesser, Vice-chairman of the National Red Cross exclaimed how the work of the Red Cross was gained through the loyal interest and work of the volunteer.

"I have spent my day here visiting around your city and county and witnessing the Red Cross program in action," said Mr. Fesser. Included in the daily visit was a visit to several of the county schools where Junior Red Cross is organized; a visit to Rossmore schools where he viewed the paintings presented for the enjoyment of the patients by the Junior Red Cross; a visit to the city Emergency Warehouse and the supply warehouse in the lower end of the county. The day was concluded by Mr. Fesser presenting certificates to the city policemen who had completed a first aid course. The National Red Cross executive also commended the numerous county firemen who had completed the first aid course, and all volunteer workers who made it possible for the Red Cross to meet every emergency.

A large representation of city and county Red Cross members were present at the meeting held in the auditorium of the Grist Building. Captain John M. Groff, president.

Membership in the local Red Cross Chapter is secured through subscription to the Welfare Federation. Every subscriber to the Federation becomes a Red Cross member, as the Red Cross is one of the participating agencies of the Welfare Federation.

REPORT REVIEWS WORK OF PATROL

Half of the 24 hours in each day in March were working hours for each of the 400 State highway patrolmen assigned exclusively to patrol duty. Last month each of the 400 were on duty 12 hours per day. Time for meals is not counted as time on duty.

These 400 patrolmen averaged 3.67 arrests per man during the month, an arrest about every eight and one-half days. The organization made 1468 arrests in March. These were for various violations of the vehicle code and other law violations. They made 7248 patrols, investigated 560 accidents and gave 51,996 verbal warnings.

Each patrolman averaged 933 miles on his motorcycle last month. This mileage totaled 373,446 miles. The revenue cruiser, manned by the highway patrolmen, which is the State's check on gasoline bootleggers on the Delaware and Schuylkill rivers, patrolled 1835 miles. The total March mileage covered by the patrolmen in line of duty on motor cycle and cruiser, afoot or by rail or other means of transportation was 596,668 miles. The total for the first three months of the year is 1,836,556 miles.

These and other events in the daily life of a State highway patrolman are clearly shown in the new monthly performance summary and report which replaces the old monthly report ordered discarded by Secretary of Revenue Clyde L. King. It gives a close up of the activities of the individual patrolman as well as those of organization as a whole.

The dependence of the public upon the State highway patrol is now shown in the number of requests for information. There were 10,437 personal requests of such a nature made at the various sub-stations last month, and 28,593 requests made of patrolmen on the highways. Sub-stations answered 25,328 telephone calls. There were requests for information of one sort or another, emergency calls, reports and other business.

The extent of this personal service is also shown in the number of stolen vehicles and other property recovered by the patrol last month. The summary shows 54 vehicles recovered having an estimated value of \$26,050. Since the first of the year highway patrolmen have recovered 182 vehicles with an estimated value of \$83,515. Other property, such as purses, traveling bags etc, found in wrecks or on the highways last month was estimated to have a value of \$2,536.20.

WELFARE FEDERATION OF LANCASTER CO.

WILL TREAT 3378 MILES OF HIGHWAY
The spring surface treatment program of the Pennsylvania Department of Highways, and better known to motorists as "oiling" will get underway within a week or ten days, Secretary of Highways, Sam S. Lewis announced today. Approximately 3378 miles of the macadam types are scheduled for the new coats.

As a preliminary to the spring program, engineers made inspections on every macadam highway in the State System. The condition of showed considerable wear from the traffic and winter weather action were scheduled.

It is estimated that all of the surface treatment on the present program will be completed before the actual opening of the heavy touring season so that inconvenience to the motorists will be held to a minimum. In accordance with a long established practice, warning signs will be posted on each stretch of highway about one week in advance of the actual oiling, to permit motorists to plan for avoidance of the roads during the oiling.

The work, this spring, will require close to 10,000,000 gallons of material and almost 750,000 tons of stone chips. Crews have been busy for several weeks building up the stock piles of stone at road-sides. Oil is delivered at railroad sidings on a schedule, as needed.

Weekly publication of the Department's Detour Bulletin will be resumed in time to show the first week's oiling schedule. Changes in detours will be indicated.

A Safety Plea

No doubt this year will see a number of automotive accidents. The human element in driving can not be controlled as we would like it to be. But manufacturers have done their part to make cars safer than ever. Drivers should help by being alert, careful and avoiding recklessness. Modern all-steel bodies, four wheel brakes, well trussed frames, low centers of gravity and safety glass are just a few of the features which make the 1932 cars safer. To take the best advantage of these safety factors let every driver take a safety pledge this year.

Trends in Wheels

Trends in wheel designs continue to change from time to time, except that the metal wheel in one form or another appears to be here to stay. Wire wheels had a very long vogue and are still popular. The disc wheel returned in a new and more stylish form. And the steel artillery type wheel, too, has made strides. Steel wheels have certain advantages in ruggedness and strength and, in addition, possess the necessary qualities of resilience.

Cultivate Orchard Sod

Where sods become established in the orchard they rob the trees of needed fertility. When this condition becomes acute the sods should be broken up every 3 or 4 years, the ground cultivated and then reseeded to alfalfa or clovers.

THE BEDROOM IN BURL WALNUT



An exact copy of the Suite showing both beds

\$79.50 CASH

Four large full size pieces dust proof construction with center drawer guides. A quality suit throughout.

MANHEIM and LITIZ BECK BROS. OPEN EVERY NIGHT

HEALTH TALK
WRITTEN BY DR. THEODORE B. APPEL, SECRETARY OF HEALTH

Booth's Quality Merchandise
East Main Street
MOUNT JOY, PA.

NEW "TUBBOBLES" For the little Tots



NEW FROCKS
Size 1 to 3, 49¢; 3 to 6, 59¢; 7 to 16, 95¢
Fresh springlike flower patterns and bright dotted effects, in fine quality fast colored prints and Handkerchief Linen.

NEW FROCKS FOR LADIES... 59¢ and \$1.00



Practical frocks that give lots of wear. They are going out in twos and threes—sizes 36 to 52. All fast colors.

Buy a Slip to wear with your frock
45¢ for regular size, 50¢ for extra size (46 to 52)

CLARENCE SCHOCK
MOUNT JOY, PA.

WE ASK PATRONAGE WE GIVE SERVICE

LUMBER-COAL

Prepare for Weaning
If the foal receives increasing quantities of grain, it will take less and less milk from the dam. Then weaning will be more easily accomplished. Foals usually are weaned when 4½ to 6 months old.

Reduce Brooder Heat
Lower the brooder stove temperature as fast as is consistent with chick comfort.