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PEOPLE WOULD PAY IF RAILROADS WERE GOVERNMENT OWNED

Third Party Plan Would Take Revenue From States Involved.

If the railroads of the United States should be taken over, owned and operated by the government, the vast taxes now paid by the railroads would have to be paid by the people, according to Will L. Wood, member of congress from Indiana and chairman of the Republican National Congressional committee. Mr. Wood has made a careful analysis of the situation, noting the tax payments by the railroads to the several state governments last year.

If the roads were owned by the government they would be tax free just as the post offices now are. The states would still need the money, just as they do now, and as a result additional taxes would have to be levied on the citizens.

Mr. Wood's complete analysis follows:

"Robert M. LaFollette, the Socialist-third party candidate for President, is trying to convince 6,000,000 farmers that the surest cure for their ills is to bring about government ownership of all the railroads in the country; that, if this is done, transportation rates of all kinds would be immediately reduced.

"There are a lot of things, however, that would transpire if this scheme were carried out, that Senator LaFollette is woefully silent upon. He is not telling the farmers that the government pays no taxes on its properties and that it would pay no taxes on the railroads of the country if it owned them. He is not telling them that the railroads are paying into the various county and state treasuries of the United States more than \$300,000,000 annually, which sum would have to be paid, in large part, by the farmers, once the government began the ownership of the railroads.

"Take the state of Wisconsin for instance: Last year the railroads paid the state of Wisconsin \$7,321,976 in taxes. In the state of Minnesota the railroads paid, last year, a total tax to the state of \$8,426,032. In Iowa they paid \$6,840,703; in Kansas, \$6,730,340; in Indiana, \$13,094,627. In these five states alone the railroads paid \$42,431,034 of the public tax burden. I have taken the figures in the above named states because they are largely agricultural and in the event that the government became the owner of the railroads of the country the farmers of these states would have to bear the greatest part of the burden in paying these additional taxes.

"In the state of Iowa if the LaFollette scheme were carried out, it would mean an increase of \$32 in taxes, annually levied against each farm in the state, or \$2.80 for each man, woman and child in the state. In Kansas the burden would be \$40 against each farm or \$3.90 for each resident of that state. In Minnesota, where Mr. LaFollette is making a strong appeal for votes, he would take away from the farmer, under the government ownership plan, a tax income now paid by the railroads and place it as an additional assessment of \$47 against each farm in the state, or \$3.50 against each person residing in that commonwealth.

"I am told that, in one county in Montana, the total tax paid by the railroads amounts to 33.61 per cent of the entire levy. In midsummer of this year there was \$104,102 of the total tax assessed in that county delinquent, upon which a penalty had been laid. This is convincing evidence that this county was already taxed much more than it was able to pay. Yet Mr. LaFollette would take away 33.61 per cent of the tax revenue of this county, now being paid by the railroads, and place it as an additional burden upon the individual taxpayer.

"In my own state of Indiana, the railroads pay \$15,094,027 in taxes annually. The total tax of this state is \$124,860,700. The railroads' share of this tax is over 10 per cent. If Mr. LaFollette's scheme were put into effect, the individual taxpayer of Indiana would have to pay this additional sum of \$15,094,027 each year. In Marion county the railroads pay annually \$715,338 in taxes, a very substantial item in the total of the taxes paid in that county.

"The figures that I have given, applicable to the five agricultural states named, differ only in degree from those that might be given for every other state in the Union.

"Not only would the farmers be burdened by the payment of these additional taxes, should the government become the owners of the railroads, but they would also have an additional burden to bear, the size of which it is hard to ascertain, in the shape of deficits occurring in the operation of the railroads of the country for maintenance, extensions and upkeep.

"Some idea of what this burden would be, may be had, however, by recalling the experience during the period of government operation of the railroads under the management of William G. McAdoo, when the amount of the deficit over, the earnings of these railroads taken over by the government was more than a million dollars a day, exclusive of the payment of exorbitant salaries to an army of officers.

"The farmers of this country, before they accept the panacea of government ownership of railroads, which is but a forerunner of the socialistic state, will do well to 'Stop, Look and Listen.'

AGAINST THE WALL

If I live till my fighting days are done I must leave my armor on my eldest son.

I would give him better, but this is my best: I can get along without it—I'll be glad to have a rest.

And I'll sit mending armor with my back against the wall. Because I have a second son if this one should fall.

So I'll make it very shiny, and I'll whittle very loud. And I'll slap him on the shoulder and I'll say, very proud:

"This is the lance I used to bear!" (But I mustn't tell what happened when I bore it.)

"This is the helmet I used to wear!" (But I won't say what befell me when I wore it.)

For you couldn't tell a youngster—it wouldn't be right—that you wish you had died in your very first fight.

And I mustn't say that victory is never worth the cost. That defeat may be bitter, but it's better to have lost.

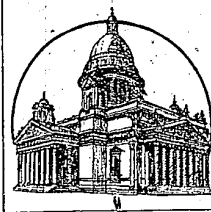
And I mustn't say that glory is, as far as a soldier, I'd better not say anything, but leave the lad alone.

So he'll fight very bravely and proudly he'll fall. And I'll sit mending armor with my back against the wall.

—Alma Kilmer, in Poetry

Russians Make Museum of Famous Cathedral

The great St. Isaac's cathedral at Leningrad, a mecca for tourists, has been turned into a museum, Pathfinder Magazine reports. Dwindling church attendance and lack of money contributions toward its upkeep is said to be the reason. Admission will now be by fee. This great church was



St. Isaac's Cathedral.

erected at a cost of \$11,000,000. Its golden dome can be seen from a distance of many miles. The exterior columns are of red granite. Massive bronze doors lead into the edifice. In the days of the czar the interior was hung with rich paintings, and magnificent icons and vessels of gold and silver adorned the altars.

Using Up the Whole Tree

Whenever Jack seemed to need a little threat to make him behave better, Mrs. Neal had a habit of saying that if he didn't behave she would have to go out to the peach tree, which stood in the back yard, and get a switch and use it on him.

Mother wished Jack to eat his dinner, but Jack seemed in no mood to comply. Finally mother appealed to the old standby.

"Jack, if you don't eat your dinner I'll have to get a switch off the peach tree."

"You better watch out, mother," the youngster replied, "pretty soon they won't be any limbs on that peach tree and then you won't have any peaches." —Indianapolis News.

The King's Pipers

The king of England, when enjoying his shooting and stalking on his Highland holiday, wears the kilt, always; and for dinner, the full dress of the Stuart Tartan, with the silver ornaments bejeweled with cairngorms, which are as handsome as they are valuable. A piper always plays under the king's windows every morning at eight o'clock, and at night, as soon as their majesties, with their guests, are seated at the dinner table, the pipers all enter the room and march round two or three times playing as they go. —London Mail.

Cat Alarm Clock

Charles E. L. Gray of Lynn, Mass., reports having a cat that, without training, became his alarm clock and has acted faithfully for years. Every morning the cat wakes up at 5:30 o'clock, washes in a bowl of water always placed for him, and then jumps upon the bed of his master, Mr. Gray, and wakes him up. Mr. Gray maintains the cat does this voluntarily, punctually and without any effort at training.

Escalators for Salmon

To solve the problem of building a 20-foot dam in the Columbia river without blocking the run of salmon that go up the river to spawn, model escalators are to be erected to determine whether the fish will consent to this form of transportation.

Few Accidents in Air

In 4,000 flights of British commercial, alpine services during one year there were only two accidents, one of which was without fatalities.

What's in a Name?

John Early, a North London schoolboy, has not been late once in seven years.



Given Needed Lesson in Respecting Flag

With a little American flag rumpled up in his grimy hand, a motor tourist from the North, who had stopped in a small town in Georgia, was, writes a contributor to the Youth's Companion, busily wiping the mud from various parts of his car. An old man—a typical Southern colored man—his way through the crowd of onlookers and asked the tourist politely whether he couldn't find something less sacred, with which to clean his car.

"I guess it's my business and not yours if I want to clean my car with this little old rag," replied the motorist in a surly tone.

The old man's lips tightened. Years before he had served with the Confederate army in the hope of making the flag a foreign emblem, but all that was past and gone forever. He looked the tourist full in the eye for a moment; then he turned and called the sheriff.

When the sheriff appeared the offender was quick to relent, even to repent. But it was too late. Southern patriotism demanded that the flag be reverently burnt and Southern justice decreed that the desecrator perform the ceremony.

The tourist chose the sensible course; it was the only way out of his predicament. He soaked the flag in gasoline and, plucking it on the ground, touched a match to it while Southern villagers and Northern tourists alike bared their heads, and, off among the trees the handsome monument to the heroes of the South, erected by the Daughters of the Confederacy, looked approvingly down upon them.

Proves England Once Had Tropical Climate

England 100,000 years ago, was a tropical country in which the inhabitants hunted elephants and other animals of the warmer climates with skillfully made weapons. In the opinion of Maj. A. G. Wade, British archeologist, who recently has made important discoveries in the gravel pits near Farmham, Dorsetshire.

Among the relics found were the remains of mammoths, elephants, woolly rhinoceros and beautifully made flint instruments. The finding of the remains of the mammoth and the rhinoceros has no bearing on the climatic theory, according to Major Wade, who said both had thick coats and could have lived in a cold climate.

"With the elephant," he said, "the case is different. He not only was a warm weather animal, but needed a tropical climate."

The flint instruments consist of great hard axes, oval-shaped discular implements larger than a man's hand which probably were used for skinning and cutting up large animals and enormous spears of the Paleolithic age. According to Major Wade, the persons who used them had attained a much higher degree of civilization than those of the Neolithic period who followed them.

Major Wade placed the age of his discoveries at 100,000 years, basing his estimate on the depth at which they were found under the gravel of the old bed of the Wey river.

Patched Up Man's Heart

Complete recovery of a patient operated upon in a Vienna hospital by two American surgeons for an extremely painful form of heart disease has been reported and has aroused considerable interest among physicians from all parts of the world. The operation involved severing some of the nerves of the organ, and was successfully performed that the subject is said to have suffered no serious after effects and was relieved instantly of the severe spasms associated with his malady. The brilliant surgical achievement is also declared to have contributed much to existing knowledge of the organ's actions and, it is believed, will assist in future treatment of some forms of heart disease. —Popular Mechanics Magazine.

Odd Place for Bird's Nest

A wagtail's nest with four eggs was recently discovered underneath one of the main life rafts at a point where it is jolted by a cross-over road near Coblenz-shaw signal-box on the Edinburgh and Carlisle (Scotland) line. Express passenger trains and heavy freight trains constantly passed over the spot both day and night, but these did not disturb the bird or break up the happy home. It is questionable whether a more remarkable nesting place has been discovered.

Aerial Omnibuses

The experiment of an aerial omnibus service, stopping at frequent halts to pick up and set down passengers, is being tried on the Lyons-Geneva-Lausanne route. The fares, charged work out at only a trifle more than first-class railway fare.

Building's Many Uses

Used in turn as a town jail, almshouse and tobacco shop during its 400 years history, the chapel on the old stone bridge, Rotherham, England, has been reconstructed for religious purposes. The building was originally a chantry chapel.