

PANAMA CANAL SHOWS PROFIT

Closes the Best Year, Financially, in Its Six Years of Operation.

MARKED GROWTH IN TRAFFIC

General Harding, Governor of Canal, in Report Predicts Revenue of Over \$5,000,000 Annually Soon.

Washington.—The Panama canal has closed the best year, financially, in its six years of operation, with an excess of \$2,387,599 in revenue over the expense of operation and maintenance.

Brig. Gen. Chester Harding, governor of the Panama canal, predicted in his annual report to the secretary of war, that within a reasonable period of normal world conditions, the canal will earn an actual profit on its cost, which has been \$300,050,000, exclusive of expenditures for its military and naval defense. In the meantime, the general added, the canal is performing an important commercial service by stimulating American trade with the west coast of South America and the Orient. More than 25 per cent of the cargo handled through the canal since its opening was in transit between the United States and South America, and 14 1/2 per cent was between the Atlantic coast of the United States and the Orient.

Traffic Has Increased.
Within the six years of operation, General Harding's report said, there has been a marked increase in traffic through the canal notwithstanding the fact that the World War interfered with the normal development of ocean-going commerce. After the entry of

Judge Landis Dictator of Baseball



Federal Judge K. M. Landis has accepted the position of chairman of the board of control of organized baseball, but will remain on the bench. His pay for the new work will be \$42,500 a year. He is here shown signing the agreement with the magnates.

the United States into the war there was a decrease in commercial traffic, due to the diversion of certain lines of ships to the transatlantic service, but this was more than offset by the increase in traffic growing out of the war, chiefly on account of the development of the nitrate trade with the Pacific coast of South America.

Discussing the amount of money expended by the United States on the canal, Governor Harding said:

"In the year 2,745 vessels passed through the canal, of which 2,478 were commercial transits. Tolls and other revenues amounted to \$8,935,871, while current expenses of operation and maintenance totaled to \$6,548,272. The excess of revenue this year reduced

to \$2,231,091 the excess of expense and maintenance over revenues for the six years the canal has been in operation."

At the rate of revenue this year it is expected that by June 30, 1921, the collections for tolls and other canal revenues will exceed by \$1,000,000 or more the total current expenses of operation and maintenance from the opening to that date, after which, the canal authorities argue, there should be an excess of \$5,000,000 or more each year.

Auxiliary Services Utilized.
The auxiliary services of the canal have been largely utilized and are of great value in carrying out the policy of making it attractive in all of the incidental services that are considered by shipping interests in routing their vessels, General Harding said, adding that it has not been the purpose to make larger profits on these activities, but rather to regulate the charges so as safely to cover the cost. From these miscellaneous services the receipts for the year were: Coal, \$6,032,578; water, \$55,412; oil, groceries and miscellaneous supplies, \$1,274,590, and mechanical repairs to ships, \$3,863,933.

BOY, 12, STARTLES SINGERS

Another Prodigy Reaches Highest Note Ever Reached by the Human Voice.

New York.—Among boy prodigies Edward Rochie Hardy, 12-year-old Columbia freshman, may boast the mastery of a dozen languages, and Samuel Rzeschewski, 9-year-old Polish chess wizard, recently checkmated nineteen West Point strategists in a row—but neither of them can sing.

Robert Murray, 12, of Tacoma, Wash., can. Recently before a group of famous Metropolitan stars, including Mme. Frances Alda, who "discovered" the youth last summer, Murray not only reached with ease the high notes in arias of Galli-Curci and Tetrazzini fame, but, to the astonishment of his hearers, he transposed those high notes to a higher key and breathed them with equal facility and resonance. The singers who heard the performance asserted that this was the highest note ever reached by the human voice.

Lightkeeper 72 Hours Alone With Dead Wife

Midland, Ont.—Held to his post by the menacing storm which raged on Lake Huron, though nearly prostrated by the death of his wife, for 22 years his sole companion, Alfred H. Griffiths, keeper of the light-house on "Giant's Tomb," stood solitary vigil over his lights and his dead for three days and nights.

After the storm subsided, he summoned help from the mainland, 12 miles away.

Highway Improvement

ADVANTAGES OF MOTOR TRUCK

Save Much Time in Hauling Materials to and From Farm—Big Draw-back is Poor Roads.

According to an investigation into the worth and service of motor trucks on eastern farms, specialists in the United States Department of Agriculture find that motor trucks, as compared to horses and wagons, last year saved from one-half to two-thirds of the time required for hauling materials to and from the farms. This information was gleaned from study of reports from 753 farms, and they showed further that trucks ranging in size from one-half ton to five tons were in use, with about half of them of the one ton size.

An interesting fact obtained from a study of these reports is that about one-fourth of those reporting have changed their markets for at least a part of their produce. Instead of patronizing their old markets at an average distance of seven miles from home, they go to better markets located at an average distance of 20 miles away. During the year these trucks traveled an average of 3,820 miles at costs ranging from eight cents a ton mile for the one-half ton trucks to 20 cents a ton mile for the two ton size.

The average cost of hauling crops, with the driver's time valued at 50 cents an hour amounted to 50 cents a ton mile with half ton trucks, 34 cents for three-fourths ton trucks and decreasing to 18 cents a ton mile for the two ton kind. Along with these costs, four-fifths of those reporting stated that their trucks decreased their expense for hired help, this decrease averaging \$324 a year.

The principal disadvantage of the motor truck, according to this investigation, was poor roads. It is stated that there are about eight weeks dur-



Mud, Snow, Etc., Hold Motor Trucks Back.

ing the year when the roads are in such condition, because of mud, snow, etc., that motor trucks cannot be used, as the roads over which three-fourths of the trucks had to travel were unpaved dirt roads. But in spite of bad roads the average life of the trucks was placed at 6 1/2 to 7 years, and the largest single item of expense in connection with their operation was that of depreciation.

Most of the owners of the one-half and three-fourths ton trucks prefer pneumatic tires, the owners of one ton are about half divided between pneumatic and solid tires, while those owning larger trucks were favorable to the solid tires.

CHIEF BENEFITS BY FARMER

Lower Cost of Transportation, With Better Markets and Higher Prices for Products.

Perhaps one of the chief benefits which will be derived by the farmer from the construction of good roads through his particular district is that of an increased production coupled with a better market and higher price for his goods and a lower cost of transportation. All of these things go hand in hand with the construction of good roads and all of them have sound economic reasons at their base.

GOOD ROADS HELP CHILDREN

Larger Percentage of Students Attend Schools Regularly Where Highways Are Improved.

While it is true that various factors contribute to increase or reduce the attendance at schools in given sections of the country, it is worthy of comment that in the states having a high percentage of improved roads a much larger percentage of rural students enrolled regularly attend the schools than in the states having a small percentage of improved roads.

Missouri Organizing

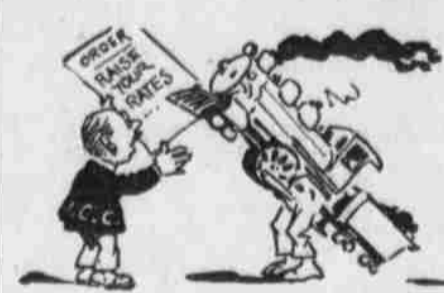
Many of the county farm bureaus in Missouri are finding that the effectiveness of their organizations is increased by forming "farm bureau centers" or community clubs.

Good Scratching Material.
Leaves are cheap in the fall and make splendid scratching material for bedding the poultry house floor.

Purebred Sire Is Best.
The purebred sire is better than the grade.

WASHINGTON GOSSIP

Supreme Court May Have the Last Word



WASHINGTON.—In a far-reaching decision vitally affecting railroad rate control in the several states, the Interstate Commerce Commission has held that New York state passenger fares are discriminatory because they are lower than interstate fares and ordering the institution of the higher interstate rates.

The decision, the most vital since the celebrated Shreveport rate case as affecting railroad control by the Interstate Commerce Commission, means a 20 per cent increase in all passenger fares in New York state, as well as increases in baggage charges, milk and cream rates and sleeping car fares. Action upon commutation fares was postponed pending further inquiry.

Orders entered by the Interstate Commerce Commission overrule the public service commission of New

York, which refused to approve or put into effect the higher fares, and override the New York state law which limits passenger fares to three cents. Commissioner Eastman, in a long dissenting opinion, set forth the view that the Interstate Commerce Commission had stepped beyond the bounds of its powers and limitations in the majority opinion. He brought out sharply the issue of state rights involved in the question of state control over interstate commerce.

It is probable that the case will be carried before the Supreme Court for decision, as all of the state utility and public service commissions joined with or stood behind the New York public service commission in fighting the issue of national power or control over state transportation affairs.

When the Interstate Commerce Commission ordered a 40 per cent increase in freight rates and a 20 per cent increase on passenger fares last August all of the state commissions were asked to make similar increases. The public service commission of New York refused to increase the passenger fares, milk rates, sleeping car tolls and baggage rates because of a limiting state law and alleged failure of the railroads to show necessity. Other states refused to approve some of the charges.

Eight Years of a Republican Senate?

CLOSE analysis of the results of the recent senatorial election discloses the fact that the Republicans have clinched their hold upon the senate for at least eight years, according to party experts. It is doubtful whether even in 12 years the Democrats can win a sufficient number of seats from the Republicans to give them a majority, unless there should be a complete landslide in states now solidly Republican.

This is due to the geographical arrangement of the senators in the order in which they retire. Those who retire in 1923 and 1925 happen to be from states so situated that all the Republicans who come up for re-election are practically certain to succeed themselves, it is claimed, while the retiring Democrats are from states in which the election of Republicans to succeed Democrats is not unlikely.

In the 1923-1924 elections the Republicans have a better chance than the Democrats to hold all the seats they now have and perhaps make further gains.

The big shakeup, if it comes at all, will be in the 1926 election, when 25 Republicans and seven Democrats, winners in this year's election, must fight again for their seats.

The parties are evenly divided as to numbers in the 32 senators whose terms will be filled in the 1922 election.



Of the 16 Republicans whose terms expire it is difficult to figure how a single seat can be lost, while the Democrats will have a hard fight to retain the 16 on their side, according to claims.

The 16 Republicans are Calder, New York; France, Maryland; Frelinghuysen, New Jersey; Hale, Maine; Johnson, California; Kellogg, Minnesota; Knox, Pennsylvania; LaFollette, Wisconsin; Lodge, Massachusetts; McCumber, North Dakota; McLean, Connecticut; New, Indiana; Page, Vermont; Poindexter, Washington; Sutherland, West Virginia, and Townsend, Michigan.

It will be observed that with the possible exceptions of Maryland and West Virginia all these senators whose terms expire in this year are from states solidly Republican. The election of Republicans to at least 14 of the seats is therefore claimed with confidence.

New Kind of Corner on the Wheat Crop



PLANS for a gigantic combine to control the domestic and export business in wheat, tentatively formulated by the committee of 17, appointed by the national farm bureau's federation, at a recent meeting in Chicago, will take the form of a co-operative association similar to the Citrus Fruit Growers' association of California. Unofficially, the federal trade commission has been advising the committee of 17 to organize the new wheat trust.

In broad outline, the plan is to form a huge combine in which the individual farmers, or their various organizations, shall be the shareholders. The laws of California are said to be particularly favorable to such an organization, and a committee has been sent there to study the situation. The

wheat combine expects to be ready for business in time to handle the 1922 crop. The scheme is to contract with the farmers, individually or through their co-operative elevator companies, to purchase their entire output for five or seven years.

It is estimated that the new combine can control 51 per cent of the wheat in the first year, and subsequently be able to contract for a larger percentage each year as farmers find they can obtain better prices.

Objection was made at the Chicago conference that such a monopoly might run counter to the federal anti-trust law. To overcome this objection the suggestion was put forward that government should be made an ex-officio member of the co-operative association as the representative of the consuming public.

The proponents of that idea suggested that inasmuch as the federal trade commission is to a certain extent the guardian of the code of business morals created under the Clayton and the trade commission acts, the presence of its representatives on the board of directors of the combine would be "insurance" against prosecution by the Department of Justice under the anti-trust laws.

Horsefly Jars Soko's Company Manners

SOKO soaked 'em. When an off-season horsefly hit on the nose of Soko, educated chimpanzee in the Washington zoo, he forgot his eight years' training in parlor manners and reverted to type.

Soko was enjoying a sumptuous Sunday dinner when the horsefly intruded, whereupon Soko heaved his water glass, knives and forks at his man waiter, and smashed his chair and table into kindling as a little further evidence of displeasure.

When Soko arrived at his present home his keeper started in to bring him up in a gentlemanly manner. He was carefully tutored in table etiquette and high-class deportment generally. Soko was an apt pupil.

It was scarcely any time until he learned how to function at the dinner table as gracefully and nonchalantly as the leading Beau Brummel of an afternoon tea.

Tucking his napkin in his shirt front, he would intelligently gaze at



the menu and scrawl an elaborate order on a pad of paper. The use of spoons, knives and forks seemed second nature with him. He could ring a bell for the waiter with the same hauteur as a blasé movie idol.

But the conventionalities of civilization lately have displeased the restless Soko, and after this misbehavior it has been decided to let him go back to his every-day life.

Soko has as much strength as two husky blacksmiths, and therefore it was no effort to do a little smashing

MILLION A YEAR CLASS LOST 74

Internal Revenue Statistics, However, Show Decrease in Taxable Incomes.

AVERAGE TAX PAID \$254.85

Personal Returns Filed During 1918 Numbered 4,425,144, and Tax, Both Normal and Surtax, Was \$1,127,721,835.

Washington, D. C.—Despite the loss of 74 members of the country's million-a-year income class, the taxable income of the United States increased in 1918 by over \$2,272,000,000, as compared with 1917, according to the income statistics issued by the bureau of internal revenue.

Income reported for 1918 amounted to \$15,924,639,355, against about \$13,700,000,000 in 1917, though 141 persons filed returns for incomes of \$1,000,000 or over in 1917 and only 67 in 1918.

Average Tax Paid \$254.85.
Personal returns filed during 1918 numbered 4,425,144 and the tax, both normal and surtax, amounted to \$1,127,721,835, the average tax for each individual being \$254.85. As compared with 1917 a growth of 952,234 was

shown in the number of returns filed. The increase in the total tax was \$434,228,881.

Returns for incomes of \$500,000 to \$1,000,000 were filed by 178 persons, while 1,516,938 persons filed returns for incomes from \$1,000 to \$2,000. Incomes from \$2,000 to \$3,000 were shown on 1,496,878 returns, and there were 610,695 returns on \$3,000 to \$4,000 a year incomes.

For incomes of \$5,000 to \$10,000, 319,356 returned and from incomes of \$10,000 to \$15,000 there were 69,992 returns. More than 30,000 persons made returns on incomes from \$15,000 to \$20,000, and 16,000 on incomes from \$20,000 to \$25,000, while 9,996 persons reported incomes of from \$25,000 to \$100,000 and 2,358 made returns for incomes between \$100,000 and \$150,000.

Those Paying the Most.
The largest tax, amounting to \$147,428,655, was collected on incomes from \$50,000 to \$100,000, with \$142,448,679 collected on incomes from \$10,000 to \$25,000 coming next. Incomes between \$1,000 and \$2,000 paid \$26,481,000. The number of wives filing separate returns from their husbands was 35,942, the income represented being \$333,218,749.

Of the industrial groups from which income was derived agricultural and related industries led, with 372,336 returns, reporting a total net income of \$1,122,532,163.

Income derived from investments for the year was \$4,847,914,000. Rents and royalties paid \$975,670,000; interest on bonds, notes, etc., including fiduciaries and foreign sources, \$1,403,485,691; and dividends, \$2,408,749,244.

Pays for Slow Time.

Montgomery, Ala.—The Louisville & Nashville railroad must pay Mrs. Ellen Carey of Decatur, Ala., \$500, because the clock in the railroad station at Decatur was slow. She was accompanying the body of a son, and missed her train because the clock was four minutes behind time. She sued for \$3,000. The court figured that her anxiety was worth \$500.

Angry Farmer Hanged Balky Horse; Fined \$25

As a punishment for balking, Edward Byrne, a farmer of Crum Elbow, N. Y., tied one end of a rope around the neck of one of his horses, threw the rope over a tree limb and fastened the other end to the bridle of another horse, which became frightened and pulled so hard that it strangled its mate to death. Members of the S. F. C. A. investigated and Byrne, pleading guilty, was fined \$25.

TEDDY BEAR SAVES CHILD

Clasped in Her Arms, Toy Shields Body From Wheel of Automobile.

Defiance.—A fuzzy, brown Teddy bear which she held clasped in her arms, probably assisted in saving the life of the four-year-old daughter of Mr. and Mrs. Alvert Degler. As the father backed his automobile out of the garage one of the rear wheels passed over the body of the little girl. She was still holding the Teddy bear in her arms when picked up. The wheel of the car also passed over the toy bear, which shielded the child's body. Indications are that the girl will recover.

Take the Safes With Them.

Lafayette, Ind.—There's a new outdoor sport in Indiana. It consists of stealing safes and hauling them away from the store to be opened at leisure. A lot of yeggs have become experts. Edward Spangler of West Sonora found his safe in a field, after it had been rifled of \$250.

WHEN MADRID IS GAY

Presence of King in Town Cause of Wonderful Spectacle.

Brilliant Daily Display in the Palace Yard as the Guard is Changed.

Madrid.—More color is to be seen in the palace yard of Madrid when King Alfonso is in residence than is to be found in any other part of Spain. The military spectacle alone is brilliant, with the striking uniforms of red and blue hussars, the dark blue of the artillerymen and the red trousers and blue tunics of the infantry as the old and new guards face each other at 10 o'clock, with the flags unfurled in the center and the two regimental bands drawn up in circles playing martial airs.

The customary brilliant sunshine makes the fixed bayonets and unsheathed swords flash in the air as the

various units carry out the smart military exercises.

Thousands of civilians, mostly visitors to Madrid, gather around the precincts of the palace to watch the spectacle. Numbers of them are from the Spanish provinces, and their bright shawls and scarves mixed with the more prosaic dress of the Madrilenians form a fit setting to the bright picture.

Further details are added by the itinerant vendors of peanuts and hot butter rolls and other delicacies loved by the children, who under the eye of their nursemaids in their picturesque costumes of varied hues run hither and thither.

Sometimes the king himself comes out on the balcony to salute his guard and then all is hushed while he bows the regimental flags, and after facing his head raises his hand to his kept.

The picture is on view for about an hour every morning.