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**ELECTRIC POWER GROWING CHEAPER**

**Less Than Ten Years Ago Notwithstanding Increased Living Costs**

While the cost of living is far above what it was ten years ago, the cost of electricity is lower, according to the United States Bureau of Labor's last quarterly report on living costs. The last report separates the item of electricity from "fuel and light," in which it has formerly been included. In the statistics just issued, which include the figures for March, 1923, the cost of electricity shows a reduction of 2.4 per cent compared with the last quarter of the year 1914. Other items of expenditure which enter into the cost of living show large increases during the same period. "Fuel and light" combined show an increase of 86.2 per cent; food, 42 per cent; clothing, 74.4 per cent; housing, 62.4 per cent; furniture, 117.4 per cent, and miscellaneous items, 100.3 per cent. Electricity not only shows a decrease, but has shown but one increase in the last six years—one of 1.2 per cent in December, 1920.

**FIRST RAIL PHONE USED AT ALTOONA**

**Was Put Up by Watson, Assistant to Alexander Graham Bell, Pioneer**

The first telephone line put up for regular commercial purposes in connection with a railroad was run by Thomas A. Watson, Bell's assistant, with the help of Gardiner G. Hubbard, Bell's father-in-law, on May 21, 1877, at Altoona, Pennsylvania. The line was ordered by the Pennsylvania Railroad and directions were given to install it at Altoona for the superintendent of that division of the railroad. This was at the very beginning of the spread of the telephone over the country. On May 18 Watson had personally put up the first telephone line in New York City, from the office of Hilburne L. Roosevelt at 40 West 18th street to his home. On Sunday, May 20, Mr. Hubbard and Mr. Watson traveled to Altoona, then a long and fatiguing journey by rail up the Juniata River, and the next day, Monday, May 21, installed the first railroad telephone there near the summit of the Allegheny Mountains. The line was put up for practical business purposes and was so used from the date of its construction.

**BILL WOULD LEVY FISHING LICENSE**

**Suggests Tax of 50 Cents For All Adults in State Who Indulge in Sport**

A revenue of \$300,000 in the next two years, it is estimated, will be the result of the bill providing a 50 cent fishing license, if the measure passes the legislature, according to a statement issued today by the state game and fish department. The statement shows that while the department operated at a net profit of approximately \$61,000 for the 22 months of the biennium period 1921-1923, the fishing branch of the department was operated at a loss. The receipts of the hunters and trappers branch were \$219,672.35 more than the expenditures, but in the fishing industry branch the expenditures exceeded the receipts by \$159,001.13. The total receipts for the 22 months were \$453,963.32, the report stated, while the total expenditures for the period were \$393,204.87.

**Fixes Fee at 50 Cents**  
The bill providing a license fee of 50 cents for all persons over 21 years old who desire the privilege of fishing in the state was passed last Wednesday by the House of Representatives. It now goes to the Senate. The net receipts over expenditures in the fishing industry, if this bill becomes a law, will total \$140,998.87 for each biennium, the game and fish department estimated.

The receipts from the fishing industry are derived as follows: Fishing licenses, \$34,189.80; wholesale licenses, \$4,950; fishing violations, \$10,016.95; fishing activities, \$7,021.81, making a total of \$56,178.56. The expenditures of \$215,179.60 for the 22 months of the biennium include office expenses, travel, salaries, wages, equipment, repairs, fish rescue, fish propagation and fish distribution.

**Will Be Profitable**  
The contention of the game and fish department, which is headed by William J. Stratton of Lake county, is that the fish industry of the state will become a profit making department, just as the game department is, if a fishing license is charged.

**ALASKA MONUMENTS OF NATIONAL NOTE**

One Park, Three Other Tracts Set Apart for Public Use By Government

The Territory of Alaska has within its borders one national park and three monuments, according to the Interior Department.

Mount McKinley National Park, created by congress in 1917, is the second largest national park in the United States. It comprises an area of 2,645 square miles or 1,692,800 acres and is the outstanding scenic attraction of Alaska, having as its chief features Mount McKinley, the highest mountain in North America, and immense herds of caribou and bands of mountain sheep. Through the construction of the Alaska railroad the park has been made accessible to tourists with a stop on the line at McKinley Park station. No hotel facilities are as yet available at the railroad station or within the park. Roads have not been developed within the park but one costing \$250,000 has been proposed. One trail crosses the park to the Kantishna mining district.

**Sitka National Park**  
The Sitka National Monument, established in 1910, contains 57 acres. It was the scene of a massacre of Russians by Indians in 1802. Within its limits are 16 totem poles of best native workmanship. It is situated near the port of Sitka.

**Katmai National Monument** was created in 1918 and contains 1,088,000 acres. It is a wonderland of volcanic action, having within it the "valley of Ten Thousand Smokes." It is inaccessible to ordinary tourist travel.

**Old Kasan National Monument**, established in 1916, embraces 38 acres of land on the east coast of Prince of Wales Island and covers the abandoned Indian village called "Old Kasan."

**TO SPRAY TREES FROM AIR SHIPS**

**Agricultural Department Plans Novel Experiment in Fight Against Insects**

The agricultural department is about to conduct a novel experiment in fighting the gypsy moth in New England. An equipment has been devised that can be attached to a balloon so that poison spray can be applied in forest areas from the air. It is believed this method of spraying from the air will be far more effective than attempting a liquid spray from the ground primarily because it will be easier to reach the infected parts of trees. From tests already made it is known that from the standpoint of economy the aerial spray is cheaper than the system now in use. If the experiments of the department in New England area prove successful, the system will probably be used in treatment of all forest areas infested with leaf-eating insects.

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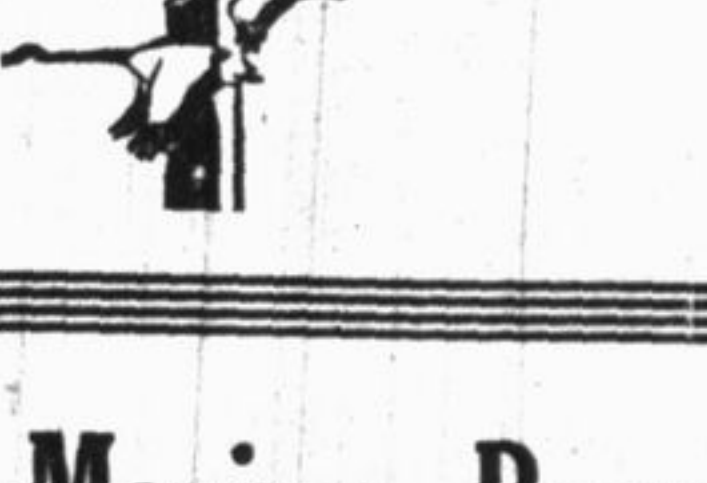
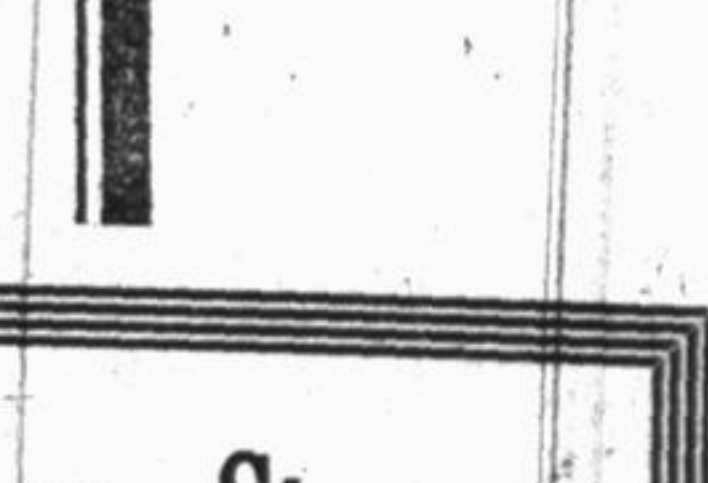
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**Facts Relating to Railroads**

**RAILWAYS — A NATIONAL ASSET:** The United States is the wealthiest nation in the world today. It contains 5 4-10% of the land area of the world; 6 1-10% of the population of the world, and 36% of the railways of the world, or 259,555 miles. The railways are one of the nation's greatest assets. They provide transportation which is the basis of commerce and the means whereby exchange of products is accomplished. For each person in the United States in 1900 there was transported 8 tons of freight. For each person in 1920, 12 tons. The increasing cost of living is really the cost of better living.

**VALUE OF TRANSPORTATION:** Transportation is the measure of civilization. History confirms this statement. Production without transportation must be very limited and if so limited would have greatly retarded the progress of civilization. Transportation increases the worth of all property it serves. Property values are largely determined by the ability of the property to produce and the owner's opportunity to dispose of the products at a profit. The value of all farm property in the United States increased from twenty and one-half billion dollars in the year 1900 to seventy-eight billion dollars in the year 1920 and the value of all farm products, at the same time, increased from five billion dollars to twenty billion dollars. This is due in part to adequate transportation.

**INCREASE OF MANUFACTURES:** Production is the measure of human efficiency and human progress. There is no limit to the amount of wealth that may be created except the limitation of production. The purchasing power of an individual community or nation lies in its power of production. Manufactured products in the United States increased from a value of eleven and one-half billion dollars in the year 1899 to sixty-two and one-half billion dollars in the year 1919. Transportation contributed substantially to this development by affording an easy method of exchange.

**PROGRESS OF UNITED STATES:** The total wealth of the United States has increased in the twenty-year period, from 1900 to 1920, two hundred ninety-five per cent. During the same period farm values in the United States have increased two hundred eighty-one per cent. Investments in manufacturing industries have increased three hundred ninety-eight per cent. Investments in railroads in the United States have increased ninety-three per cent. The expanding commerce of the country requires an expansion of railroad facilities and equipment.

It is clear that railroad development has not kept pace with the growing commerce. A new era of expansion is necessary.

**ADEQUATE RETURNS:** The railroads in the United States increased their investment in locomotives, cars, yards, terminals and other railway property, in the ten years ended December 31, 1922, by more than five billion four hundred million dollars. The income they received in the year 1922 was eleven million dollars less than in the year 1913, being a smaller income from a substantially increased investment. Investors cannot prudently place their money in an industry which does not yield a reasonable rate of interest. An expanding commerce requires continued investment. It is clear that investments in railroads in the United States must be made more attractive and secure.

**REASONABLE RATES:** Railroad rates to be just and reasonable must, among other things, be sufficient to meet the cost of wages materials and fuel, taxes and the interest on capital. No one expects a person to sell his wares at less than cost and all agree to a fair margin for the use of capital. The railroads should receive the same consideration, in order to render efficient service which is always our purpose.

*M. J. Buckley*  
President