

Big Spring Daily Herald

VOL. 8—NO. 183

SIX PAGES TODAY

BIG SPRING, TEXAS, TUESDAY EVENING, DECEMBER 30, 1930

ASSOCIATED PRESS HIGH SPEED LEASED WIRE (AP)

Fumes End Life Of Oil Field Employe

Business In '31 Topic For Rotary Club

Nation Spared Physical Catastrophe, Dr. Hall Points Out

A review of the outlook for the year 1931 from a business standpoint was presented by various members of the Rotary Club at their meeting today. James T. Brooks was chairman of the program.

Dr. C. J. Hall outlined the condition of business in its various fields. He referred to Arthur Bales' recent remark that despite general business conditions of the present, 1931, the country was destined to go on having industrial catastrophes of many kinds such as an earthquake or pestilence.

John Phillips spoke on the work of the Rotary Club in 1930 and mentioned the club's push to complete worthwhile projects in both. Phillips' emphasis was placed by Mr. Phillips on the need for a right kind of employment of the Big Spring economy.

Dr. C. J. Hall outlined the financial condition of the business community in its various fields. He referred to Arthur Bales' recent remark that despite general business conditions of the present, 1931, the country was destined to go on having industrial catastrophes of many kinds such as an earthquake or pestilence.

Christmas Pardon



Associated Press Photo
Former-Governor Warren T. McCray of Indiana was granted a Christmas pardon by President Hoover. He had been serving a life parole from his federal sentence for using the mails to defraud. He is shown with his two grandchildren.

Four Independent Systems Provided In Consolidation Proposal Of Eastern Roads

State National To Pay Usual Dividend

The State National Bank will pay the usual 4½ per cent semi-annual dividend, E. S. Carr, acting vice-president, announced Tuesday.

The bank has reflected its unusual healthy condition in every report of the year and is entering its 25th year in operation here.

Nazarene Church Opens Revival In New Basement

Having completed the first step in their church building program, the basement members of the Church of the Nazarene, East Fifth and Young streets, announce that a revival meeting is being held there. E. T. Smith is pastor.

Members of the church extended thanks to those who contributed to the creation of the place of worship.

The public is invited to services beginning at 7 p.m. each evening this week.

Rev. Spurgeon Lamm, Methodist teacher, will speak tonight.

Rev. John Price will speak Wednesday evening at 7 p.m. on a special New Year's Eve program.

Rev. Whately, a Methodist minister

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The railroads are the Pennsylvania, the New York Central, the Baltimore & Ohio and the Nickel Plate systems.

The Wash.-Seaboard system provided for under the interstate commerce commission's plan issued last December, would be abandoned.

President Hoover understands the plan provides for the protection of employees and of local communities and fulfills the intent of Congress as expressed in the transportation act of 1929.

The consolidation program must be submitted to the Interstate Commerce Commission for approval.

The president said he believed the plan will contribute to opportunities for employment in the present depression and also increase the stability of the railroads themselves.

He also expressed the belief that eventually the consolidation would result in lower rates to the public.

The Interstate Commerce Commission a year ago laid out a plan looking to the development of five great trunk lines. Just objections to the fifth trunk line caused disagreement among railroad leaders.

The new plan provides for the Virginian Railway on the South and the New York Central on the North as the boundary roads in the movement.

The Interstate Commerce Commission, the president said, has no power to force consolidations but under the transportation act of 1929 it does have the power to approve such a move.

In railroad circles it was stated that although there had been agreement to virtually all points, the consolidation plan had not yet been reduced to writing. This is to be done at future conferences.

Under the plan as understood by railroad men, the Pennsylvania railroad would take over the Lehigh Valley railroad to the Nickel Plate, while the Nickel Plate would take over the Delaware Lackawanna and Western to the New York Central, and the New York Central would end its interest in the Nickel Plate and Baltimore and Ohio got free direct into New York City.

In regard to its contribution to the plan, the Pennsylvania would receive trackage rights over the Nickel Plate along the south shore of Lake Erie.

At the end of later, after the president's statement, Senator Nease said he wanted to study the plan in detail before expressing any attitude on it.

No consolidation scheme so far has been in the public interest, he added, and if this is in the public interest, it will be a novelty.

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Communications From Readers

The Herald will print communications that are acceptable to it. They must be free of libel and abuse. Short ones will be given preference. Longer letters and addresses must be signed for publication. Only original communications addressed to the Herald will be printed. Open letters or letters addressed to various persons in public life are not acceptable.

BUSES, TRUCKS, HIGHWAYS

Don Walter Beck

Recent months have developed many on a very definite scale in the trucks and buses and cars of the highways of Texas. Most of the criticism has been constructive and has pointed in some places to the economic value of the other hand, much of the financial has been thoughtless or without a proper understanding of what the trucks and buses contribute to the development of highways in Texas. An adequate discussion would be rather lengthy, but the few conclusions and determinants may be summarized.

Volumes could be written to show how motor trucks have stimulated agricultural production and lowered the transportation cost and increased the service available to manufacturers, shippers, and retailers. It can be shown that the rate of turnover in all branches of commerce has been speeded up by this new and extremely flexible transportation service. Many economic factors, both favorable and

unfavorable, have come into play on the highways. We are apt to regard the auto as the chief and our importance as proportional to

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the size of the vehicle. It rarely occurs to one of us that if these commercial vehicles were not on the highways, we could not have many highways to be traveling on ourselves. It is the business use of the highways for agricultural and commercial purposes that make them economically justifiable. If highways are built for pleasure, they are a luxury that no state could stand. The cost is too great.

The popular impression seems to be that the trucks and the buses contribute very little to the construction and maintenance of highways. Quite the reverse is true. Practically all of the common carrier trucks and buses on the state highways are built in part by local bond issues, but for the most part by funds of the state highway department. Highways are mainly maintained at the expense of the state highway department. It is necessary then to examine the sources of the state's income for the purpose of state and local maintenance. Most of the license fees on motor vehicles due to the respective counties in which registration occurs. The state receives from this source only about \$1,000,000 per year. The gasoline tax yields about

\$7,000,000 per year for highway purposes. Everyone agrees that whether it is the lightest passenger car or the heaviest truck or bus, the gasoline tax is the fairer measure of the use of the highway, and that each vehicle by means of this tax contributes to the income of the highway department in proportion to the weight of the vehicle and the number of miles operated. The total income of the state highway department from these two sources is approximately \$12,500,000 per year, and every dollar of money is equal to all the taxes paid by state, county and city government, school taxes and federal

Commercial vehicles in Texas income taxes by all of the railroads, steamships and interurbans represent only one-sixth of the total motor vehicles registered. Perhaps one-third of the commercial vehicles never use the state highways, but if we should suddenly eliminate all taxes on the use of connecting vehicles from the state's roads, the loss of revenue would be far greater than the gain from the state highway fund.

Commercial vehicles in Texas income taxes by all of the railroads, steamships and interurbans

such is taxed for its registration and by means of the gasoline tax for the building of state highways. Commercial vehicles represent not over one-eighth of the actual cost of the highways. They contribute about one-tenth of all the income that the state highway fund subtracts from a gross income of \$12,500,000 per year. \$8,500,000 would be left for new construction and state aid. This would be barely enough to match the federal aid, which can only be spent on roads that are designated federal roads within the state. Federal designation applies to only 7 per cent of the total highway mileage of the state. It is easy to see

that with the commercial use of the highway destroyed, the highway program of Texas would be practically at a standstill unless a greater burden of taxation were to be placed on the homes and lands and other property in Texas. No one wishes to see any such result.

If we will keep these facts in mind, we will learn better how to distinguish between the uses and abuses of highways, and our criticism will be more cautious and therefore, more constructive.

It is the gasoline tax that causes the greatest difficulty in the

construction and maintenance of the state's roads.

In other words, the in-

crease in the use of the state's roads is the cause of the decrease in the state's income.

What we need to do is to

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It is the gasoline tax that

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CLASSIFIED advertising will be accepted until 12 noon, week days, and 5:30 p.m. Saturday for Sunday insertion.

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Classification of advertisements will be gratis without charge.

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THREE-room furnished apartment, light and cold water, paid 40s. Abrams Phone 2220.

APARTMENTS: 1, 2 and 3 rooms; hot and cold water, light and gas furnished. Camp Coleman. Phone 61. Mrs. W. L. Baker Manager.

MODERN APARTMENTS

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FUR apt. 3 rooms, full paid, references required; no children or pets. 202 Green. Phone 212.

TWO or 3-rooms, close in on Main, 3-rooms, apt. on Douglas, 2nd floor, Valley. 2700. Leon, Lakeside, H. L. Hill. Phone 128 or 1289.

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THE 2-room apartment, nicely furnished, utilities paid, 125.

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MODERN 2-room apartment, nicely furnished, utilities paid



3 Dances Planned For New Years Eve

**Country Club,
Settles, Casino
Plan Parties**

New Year's Festivities
From Dark Until
Dawn

**KNOX
HATS**

are ready for you
here every day
in the year

\$10.00

Albert M Fisher Co.

Phone 400 W. Dallas

**Large Crowd
Hears Sermon**

*Flat Ears Chic
For Winter Wear;
Fluffy One Out!*

By DAVIS MURKIN, Special to the Herald

England's White House, A Difficult Place



Miss Isobel MacDowell (left), Mrs. Stanley Baldwin (center) and Dame Margaret Duff (right) have had testimony of present and past prime ministers of Great Britain that the formal official residence at No. 10 Downing street (above) leads to a forbidding interior.

**Flewellens
Entertain
Friends**

**Have Four Tables Of
Bridge For
Evening**

By V. H. F.

WEDNESDAY

Evening

WEDNESDAY