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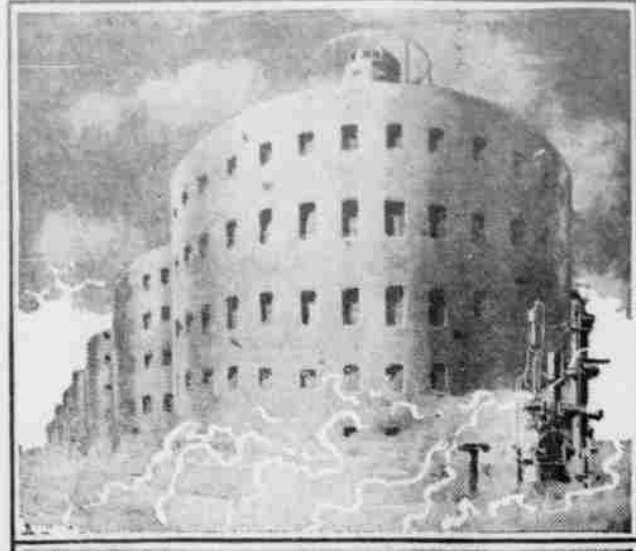
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SCIENCE TO DWARF NIAGARA-FALLS



The water pouring over Niagara Falls represents seven million horse power, and not one-tenth of it is used. The great electrical scientists are now planning a "superpower system" which shall run all factories, railroads, street cars, lighting plants east of the Allegheny mountains from Maine south to Washington. Their idea is to use practically all the water in the falls and make Niagara the head center of the system. The picture shows power houses (above) and the falls (below). Copyrighted picture by special arrangements between this newspaper and Popular Science Monthly.

far enough, but unless the railroads can put their lines in more efficient condition we can have little hope for a reduction of rates."

SMILE AWHILE

CLOSED CORPORATION

In a certain parish the church collection, after being counted, was placed in a box which was consigned to the care of the minister, who hid it, with the key, in a place known only to himself and the sexton. Despite this, small sums were regularly disappearing. One morning when more than the customary amount had vanished, the pastor sternly confronted the sexton. "Henry," he declared gravely,

Uncle John's Jests

WE HAVE ALWAYS WONDERED ONE THING ABOUT THESE DECIDED BLONDES.—WHEN DID THEY DECIDE?



"Some one has been taking the church money from this box, and you know no one has access to it but you and myself."
"Well," replied Henry calmly, "if that's the case, it's up to you and me to make it up between ourselves and say nothin' to nobody."—American Legion Weekly.

WORSE AND WORSE
Mr. Bragg had staggered home from a railroad wreck looking like the last dregs of humanity.
"You certainly are a sight to behold," sympathized his wife.
"Say," ejaculated Bragg, his eye gleaming. "If you think I look bad you just ought to see the train."—American Legion Weekly.

NEW SPECIES
He: "No luck at all on that fishing trip. I only got a few little nibbles."
She: "But, dear, why didn't you bring them home? At least, there would have been enough for your breakfast."—

COPY CATS
American Diplomat in Turkey: "What's the trouble, Pasha?"
Abdul Pasha: "It's your infernal Western women and their short skirts! Now the girls in my harem save been watching your newspaper, and want to wear their veils so low that they show their chins."—

Mrs. Lucy T. Wedding, who has been spending her summer vacation in this city, departed for Arlington this week, where she will teach in the high school.

Railroad Funding Bill Is Given Explanation

NO MONEY IS TAKEN FROM U. S. TREASURY NOR IS ANYONE TAXED TO PROVIDE FUNDS

Washington, Sept. 12.—A great deal of confusion exists in the public mind regarding the "railroad funding bill" which will be one of the pieces of "unfinished business" before the Senate after the recess. Most of this confusion is due to the fact that up-to-date what discussion there has been of the bill has been couched in financial terms rather than translated into the language of the everyday citizen. Some of it is due to propaganda turned loose by those who wish to see the railroads forced back into government ownership, and they have reason to believe a long step in that direction would be taken if the funding bill were defeated.

Congressman William R. Green, of Iowa, a close student of railroad problems, has undertaken to explain the railroad funding bill in terms that are readily understandable. Representative Green says: "The bill provides in effect that not to exceed \$500,000,000 of the amount owing to the government may be funded by taking securities of the railroads for that amount which may be purchased and sold by the war finance corporation. The bill makes no donations, and does not give the railroads a cent. It does not provide for a dollar to be given out of the government treasury, nor can it in any way increase the burden of taxation. The war finance corporation will sell any bonds that it receives without recourse and neither it nor the government will be liable upon any bond sold. The war finance corporation will take, as it has heretofore, only bonds that are well secured.

WHY FUNDING IS NECESSARY
"The question is naturally asked by those not familiar with railroad financing: 'Why fund this amount? Why not pay the railroads what we owe them and wipe off the slate?' Just this: The government took all the receipts while in control, and if it now deducts all that it spent for permanent improvements there will be so small an amount left that the railroads can not buy the supplies and equipment necessary for their efficient operation. When the railroads were under private control, they were always compelled to borrow on long time the greater part of what they expended on permanent improvements. Had they not done

so they must have either charged higher rates or failed to make the improvements. The bill puts the companies in the condition in which they would have been had they been under private control.
"The fact is that the railroads can not carry on without marketing a large amount of securities, and all that the bill does is to enable the agencies, and the companies to get the cash. The war finance corporation has been so successful in the past, having neither lost a dollar for itself, nor for any of its customers, that it is confident of finding a market for any security which it takes.
"The nature of the situation and the reason why it is necessary to fund part of the railroad debt may be better understood from an illustration. Suppose that Farmer Smith wishes to move into town and rent his farm, with all machinery to carry it on, to Farmer Jones, and he is to be given credit for permanent improvements. At the end of the year Smith calls for his rent. Jones says: "Well, there isn't very much due you. I have built another barn, have torn down the hog house which wasn't built right, and built a bigger and better one, and I have bought a tractor." "Great Scott, man," Smith exclaims, "how do you expect me to live? The improvements were necessary, but you will have to help me to negotiate my note for the most of that stuff you have been buying." It is the same way with the railroads. If two-thirds of their rent must be applied on permanent improvements how are they going to pay ordinary expenses and repairs.
"Meanwhile there is a strong demand on the railroads for a reduction of rates, especially on agricultural products. This demand is justified and while the railroads have made some reductions they have not gone

far enough, but unless the railroads can put their lines in more efficient condition we can have little hope for a reduction of rates."

Uncle John's Poem

"AS YOU LIKE IT"
Old Shakespeare said he knew a bank whereon the wild thyme grew; I wonder if a savings bank was what he had in view? The poet knew a lot of things peculiar to his tribe, but he never dreamed of pleasantries that hit the modern scribe. He never knew the land lord that held him up for rents, nor saw a common nickel show that charged him twenty cents; he never paid a dollar for a five-cent jitney ride, nor lived beneath a franchise that "touched" him till he died.

From Uncle John

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HOME SWEET HOME
GEE—THIS NEW HAT! WHY WAS A BARBAIN?

HAT
HLO—GIMME HAWD 493-H PLEASE!

HLO STELLA! SAY, IGOTTA

LISTEN—WAIT A MINUTE! I WANNA TELL YOU ABOUT THE NEW HAT I GOT FOR ONLY \$50

GIMME MY MONEY BACK! I CAN'T AFFORD THIS!!!

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