

"Tickets shall be furnished by each corporation to the officers of the other, in such manner that the passengers desirous of traveling over the line of both roads, may obtain seats therefore on entering the line. . . .

"In the transportation of freight — the cars of either corporation shall pass over both roads. . . .

"All freights or dues accruing to the two corporations at the depots of either road shall be collected by the officers and agents of the road on which said depots are situated, and the portion thereof due to the other shall be accounted for in the settlement of accounts at such regular periods as shall be established."

Then too, there were stipulations on the rates to be charged on freight and passenger traffic and the division of the receipts between the two roads. The passenger fare between Boston and Springfield was to be \$3.75; \$1.25 going to the Boston and Worcester Railroad and \$2.50 to the Western Railroad. The freight rates were \$6.50 per ton on goods moving from Boston to Springfield and \$5.50 on material moving from Springfield to Boston. In the first case the Boston and Worcester was to receive \$2.50 and the Western \$4.00 and in the latter case, the Boston and Worcester was to receive \$2.25 and the Western to receive \$3.25.

Subsequent to the original agreement, revisions of the arrangement were made in 1846, 1849 and 1853. After 1853 there was a great deal of litigation over certain portions of the agreement, and strained relations between the two roads continued for some time.

"The Sales Tax in the American States"

BY ROBERT MURRAY HAIG AND CARL SHOUP

THE rapid growth of the sales tax movement in the United States and the results and implications of this development are discussed in a recently published book, "The Sales Tax in the American States," by Robert Murray Haig and Carl Shoup.

Toward the close of the World War in 1918, the sales tax was an unimportant factor in the taxation systems of the world. At that time Germany and a few small countries were the only users of this tax device, but since that period the sales tax has experienced a remarkable growth and is now an important element of national taxation in Europe, South America, Australia, and Canada.

In the United States the sales tax has assumed a prominent position in state revenue systems. Today fourteen states are employing

this tax, and it is believed that more states will adopt it in the next few years. Throughout the development of the sales tax in this country, it has been enthusiastically supported on one hand and just as bitterly opposed on the other. The subject dealt with in this book is of concern not only to those who have felt the effects of direct taxation but also to those who previously have only been affected indirectly. This volume of 833 pages discusses this subject in its many phases and is published by the Columbia University Press, 2960 Broadway, New York City.

Secretary's Column

Since the publication of the last Bulletin the Society has received and gratefully acknowledges the following acquisitions:

- From Aberthaw Company, Boston: two photographs showing construction work of Aberthaw Construction Company at Sparrows Point, Maryland, and dam operations at Searsburg, Vermont.
- From Conrado Travers, Consul General of the Republic of Argentina, New York City: *Las Principales Industrias de la Argentina*.
- From Samuel M. Freeman, Treasurer, The Association of Centenary Firms and Corporations, Philadelphia: *Centenary Firms and Corporations of the United States, 1924*.
- From George M. Shriver, Senior Vice-President, The Baltimore & Ohio Railroad Company, Baltimore: Edward Hungerford, *The Story of the Baltimore and Ohio Railroad 1827-1927*, two volumes.
- From Bank of New York and Trust Company, New York City: Allan Nevins, *History of the Bank of New York and Trust Company 1784-1934*.
- From Boston Manufacturing Company, Boston: a box of papers including the following: closing statements; Massachusetts excise tax returns, capital stock tax returns, other tax returns; reports of stockholders' meetings; certificates of condition; preferred stock issue; reports of Committee of Accounts; many contracts, indentures, and miscellaneous papers, for the period 1901 to 1930.
- From The Curtis Publishing Company, Philadelphia: *Leading Advertisers — 1934*.
- From J. M. Davis, President, Delaware, Lackawanna and Western Railroad Company, New York City: an address entitled: *The Lackawanna Railroad's Twenty-Two Years Devoted to the Safety-First Movement, 1934*; *Report of the Transportation Conference of 1933-34*.
- From Gorham Manufacturing Company, Providence, Rhode Island: twenty-three action photographs of operations conducted by the company.
- From Charles B. Vincent, Consul General for Haiti, New York City: *Haitian Directory, 1933*; *The Public Works of Haiti*; *Bulletin de la*