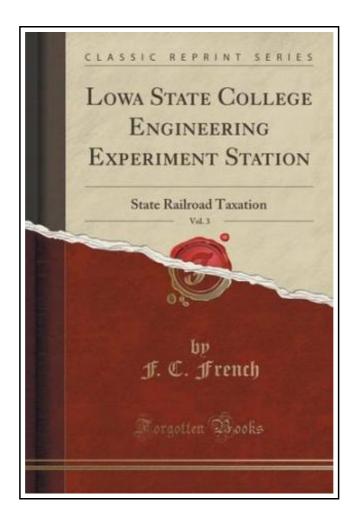
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Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book ***** Print on Demand *****. Excerpt from Lowa State College Engineering Experiment Station, Vol. 3: State Railroad Taxation The amount of taxes paid by railroads of the United States during the fiscal year of 1903 was, according to the reports of the interstate commerce commission, \$57,797,737, an increase over the amounts paid in 1902 of \$11,089,902, and it seems, that no matter in what light we view the assessment and collection of these taxes, the problem is a fundamental one. A survey of the methods of assessment, levy, and collection of these taxes as practiced in the different states reveals the fact of confusion, and uncertainty, not only with the agencies of government, in trying to overcome the liability and incentive to tax evasion, but to the railroads themselves because of being liable to double taxation in many instances. Not only is a line of railroad crossing state boundaries liable to taxation from two different and possibly entirely unsympathetic systems, but the minor civil divisions and municipalities of one commonwealth, under our present system, exercise an independence in administration which occasions vet further confusion and uncertainty. Railroad property was not originally taxed differently from other kinds of property. Its peculiarities, its methods of capitalzaition and its significances from a social or industrial point of view were not early recognized, or if so, were not deem ed of importance sufficient to warrant different treatment from that of general property. The State of Pennsylvania perhaps presenting the only exception in having differentiated its treatment of railroads from the start. The true history of railway taxation begins with the application of the general property tax to the railway corporations, which tax was administered by the...

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