

FAVOR RADICAL R. R. CHANGES

I. C. C., However, Says the Time Is Not Ripe for Concrete Proposals

NATION'S NEEDS FIRST

Old Conditions of Individual Competition Frowned Upon by the Commission

Washington, Dec. 5.—Regardless of whether roads finally go back to private management or remain in the hands of the government, radical changes should be made in their methods and theories of operation to provide a national system under some sort of government regulation, the Interstate Commerce Commission says in its annual report, made public today.

The commission believes the time is not ripe to recommend concrete proposals for legislation relating to the future policy toward railroads, but says whatever be the nation's decision there should be provision for complete unification of the railways in war time, partial merger in ordinary times. Publicity of railway construction to public necessity and systematic encouragement of the development of inland waterways and their co-ordination with rail carriers.

Opposed to Old Conditions.—In other words, the commission is opposed to restoration of the old conditions of individual competition, in which pooling of traffic was forbidden by law, and to the building of new lines without profit to the Government that they are economically necessary.

If it is finally decided to restore railroads to private management, says the commission, there should be legislation to permit their co-operation, emancipation of railway operation from financial straitened, Government regulation of security issues, clearing away of the existing twilight zone between the authority of State and Federal authorities in railroad supervision, efficient use of equipment and common use of terminals.

On the other hand, if the policy of government ownership should be adopted, the principal questions to be considered are: The price to be paid for the roads; means of preventing the railroads from being made sources of revenue to the Government, and also to maintain them as self-supporting; measures to define carefully the responsibility of the railway administration to Congress and other Federal and State authorities; guarantees against intrusion of partisan politics into railway management; and creation of a tribunal to settle out of controversy over railway matters.

Regulation Suggested.—Some sort of Government regulation is suggested by the commission in connection with each of the five alternatives of future policy which may be set forth by different interests in the near future. These alternatives are: (1) continuation of the present system of government control with private ownership; (2) public ownership with private operation; (3) private operation with government control and ownership; and (4) complete public ownership and operation.

This report deals at length with the general relations of the railroads to the war and the Government's assumption of operation, and the relations of the Interstate Commerce Commission to Director General McAdoo and the railroads. The commission has co-operated fully with the Government management, but the commission still retains its authority to review rates initiated by the director general.

Railroad valuation work of the commission, which will become of great importance in case of Government purchase, is proceeding with little interference on account of the war. Safety work has been assumed partly by the railroad administration, but educational work is being continued throughout the country. The commission in the last year has made great strides in seeking to promote uniform rate classifications, and has undertaken a number of other investigations of rates and practices.

The report, including the statement concerning future policies toward railroads, is signed by all the commissioners except George W. Anderson, who recently resigned to accept another Federal appointment. Others are: Wintrop M. Daniels, chairman; Edgar E. Clark, James S. Harlan, Charles C. McClord, William H. Meyer, Henry C. Hall, Clyde B. Atchison and Robert W. Woolley.

Future of the Railroads.—The commission's statement on the future of the railroads follows: "The conditions, without precedent or parallel, which the war has produced now press upon the Congress matters of the gravest national and international concern. "While we do not deem the present conditions and moment opportune in which to recommend concrete proposals for legislation, we may indicate certain lines of inquiry which must be pursued in order to reach sound conclusions. "Whatever line of policy is determined upon, the fundamental aim or purpose

should be to secure transportation systems that will be adequate for the nation's needs even in time of national stress or peril and that will furnish to the public safe, adequate and efficient transportation at the lowest cost consistent with that service. To this end there should be provision for: (1) the prompt merger without friction of all the carriers' lines, facilities and organizations into a continental and unified system in time of stress or emergency; (2) merger within proper limits of the carriers' lines and facilities in such part and to such extent as may be necessary in the general public interest to meet the reasonable demands of our domestic and foreign commerce; (3) limitation of railway construction to the necessities and convenience of the Government and of the public, and assuring construction to the point of these limitations, and (4) development and encouragement of inland waterways and co-ordination of rail and water transportation systems.

Several Plans Probable

"Among the plans which doubtless will be proposed are the following: (1) Continuation of the present plan of Federal control; (2) public ownership of carrier property with private operation under regulation with governmental guarantees; (3) resumption of private control and management under regulation; and (4) public ownership and operation. Additional plans and modifications or combinations of these enumerated might be listed.

"If the policy of private ownership and operation under regulation is continued, the following subjects will require legislative consideration: (1) revision of limitations upon united or co-operative activities among common carriers by rail or by water; (2) emancipation of railway operation from financial dictation; (3) regulation of issues of securities; (4) establishment of a relationship between Federal and State authority which will eliminate the twilight zone of jurisdiction and under which a harmonious and adequate adequate service can be secured; State and Interstate; (5) restrictions governing the treatment of competitive air carriers with rail carriers; (6) the most efficient utilization of equipment and provision for distributing the burden of furnishing equipment on an equitable basis among the respective carriers; (7) a more liberal use of terminal facilities in the interest of free movement of commerce; and (8) limitations within which common carrier facilities and services may be furnished by shippers or receivers of freight.

"Should the policy of public ownership and operation be adopted, there must be considered: (1) The uses and fair prices at which and the terms under which carrier properties are to be acquired; (2) prohibiting the operation of railroads as a means of conferring the interests of the convenience and commerce of the people, requiring that they shall be self-supporting and that their prices shall be properly related to the unincurred cost of service, and retaining and extending the economies and advantages of large scale production in transportation; (3) responsibility and relationship of the railway administration to Congress and other Federal authorities and to the States; (4) guarding against the intrusion of party politics into railway management; (5) a status for railway officers and employees under which the railway service will attract and retain the best talent; and (6) maintenance of a tribunal for the determination of controversies which will inevitably arise even under public operation.

"The above outline is a mere enumeration of some important points to be considered. We will at an appropriate time report to Congress such information, suggestions or recommendations as we believe may be of assistance in solving the many and difficult transportation problems."

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SHIPYARD NEWS

WAREHOUSE NEARLY READY

Hog Island's Fireproof Structure Has Six Acres Floor Space

The fireproof warehouse being constructed at Hog Island will be ready for occupancy in a month or two. It is four stories high and built of reinforced concrete. The warehouse is 400 feet long and 200 feet wide. It has a floor space of 240,000 square feet, or approximately six acres, for the storage of materials and supplies. More than 2,000 cubic yards of earth were excavated for the column footing of the big building and more than 10,000 cubic yards of concrete were used in its construction. This is in addition to 14,500 square feet of brick, 27,887 square feet of steel roofing and 2,197 square feet of door area.

There are 800 light inlets to the building. Railroad tracks run into the building and two large overhead cranes will be installed to facilitate the unloading of freight. There will also be installed four big freight elevators.

Bob King, the Harlan band drummer, wants a job with the Pullman Company as a berth tender. He appealed to J. B. Miller, general manager of the shipyard, who has been appointed vice president of the car concern, during a farewell toast to the official. Bob explained that his proposed job was to sleep in each berth. If it did not hold or break he would prosecute J. B. King. The drummer, however, stipulated that he must be paid time and halftimes the hours he is on duty.

There are three Harlan workers who cannot understand that food prices are out of reach. They are "Bones" (name), Walter Hudson and Frank Nutter, winners in a bird race, winning a turkey. Hudson landed a goose and Nutter a chicken. "Two-bits" a Harlan, Altinger, they echo, "Which one's living? Notin'!"

When Ned Melvin, of the Harlan yard, started for the traditional banquet to J. B. Miller, he found the general manager of the shipyard in a bad mood. He was in a bad mood because of the fact that he had just received a letter from the Harlan yard, which was a reflection on the other.

There is real vaudeville talent among the members of the Harlan Band. George Loe, Jack Harrow, Bob King and several others are getting reputations, while Bill Smith and "Tommy" are certain to gain among the favorites.

"Jax" Simmons and Dick Pratt, of the Harlan yard, are in the game. They returned and declared the trip a success. "Habbit" says, "But we had plenty of good smokes." "Jax" says, "I had a good time."

Charles Furbish, of the Pennsylvania road electrical shop, is dieting to reduce weight. Charles, who is a price of good fellows, is going breakfasting and will relate all his good humor—also his airtight measurement.

Paul Hires has been placed in charge of the invoice department at the Pennsylvania yard.

Helen Demmer, the pretty and popular typist in the Pennsylvania yard electrical department, has declared that she is going to stick to the eight-hour working schedule. Helen says that now she has more engagements than she can take care of after the regular laboring hours—then, again, the boys will soon be coming home.

Merchantville Man German Prisoner

Merchantville, N. J., Dec. 5.—George Sloan has received a letter from his son, Lieutenant Herman Sloan, who was a prisoner at the time of writing, in a German camp with three other officers. They lived in a hut and did their own house-keeping. He said the Germans treated them well.

Increase in Revenue Receipts.—Ephraim Lederer, United States collector of internal revenue for the First District of Pennsylvania, reports receipts from all sources during November as \$8,187,983.32, an increase of \$4,266,519.10 over the corresponding month in 1917.



How Many "Years Young?" "They that sleep shall never grow old" says the proverb. And with much truth.

Many elderly persons take Borden's Malted Milk as at night to induce restful, refreshing sleep. Easily digested.

Insist on Borden's of all brands. Store in a cool place.

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Two Wonderful Coat Groups Second Floor 23.00 28.00 Marvelous values for this moderate price, these stunning Coats challenge comparison with any in the city. There are wonderfully smart styles in broadcloth, velour, Kersey and pompom, trimmed in many cases with Raccoon or Seal. Bedice styles and lovely becoming flares are noted—all models individual and most unusual at this price. Luxuriously adorned with Nutria, Seal, Australian Opossum or Raccoon, these models are priced amazingly low for tomorrow. There are exclusive designs in velour, velour de laine, Saxonia and broadcloth, and the linings are all comfortably warm as well as beautiful.

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