

NEW NATIONAL RAIL POLICY IS OPPOSED

Pennsylvania Vice President Asks Prompt Settlement for Federal Control Period

TELLS BANKERS SITUATION

Atlantic City, May 25.—Prompt and fair settlement for the Federal control and guaranty periods is needed by the nation's railroads to enable them to weather the deflation period successfully. A. J. County, vice president of the Pennsylvania Railroad, declared here today in an address before the Pennsylvania Bankers' Association.

Beyond clearing away the differences that prevent prompt settlements for the Federal control and the guaranty periods," said Mr. County, "I feel that, under existing conditions, suggestions looking to a new national railroad policy and a vast increase of the regulatory commissions or bureaus should be held in abeyance until the Transportation Act has had a fair trial under something approaching normal conditions.

Wants Government to Settle

"I think much could be done to improve and strengthen both the railroad and financial situation, without detriment to other business, if the railroads could obtain prompt settlements with the Government for the Federal control and guaranty periods. This in detail is by two direct steps. Step No. 1 is to fund all capital expenditures made by the Government on the roads during Federal control, for ten or fifteen years, at six or five per cent. It is beyond question that if the railroads had the possession and operation of their properties

during the war they would have sold securities, in long or short-term obligations, to carry out these capital expenditures.

"It is impossible for the railroads, under existing market conditions, to sell securities and repay all of these capital expenditures made by the Government. This funding would enable the Director General to pay to the railroads the balances due them, instead of withholding such balances out of current railroad working capital, to apply against capital expenditures or possible over-maintenance charges made on the roads during Federal control. Step number two is to expedite the maintenance and other settlements for the Federal control and guaranty periods on a broad basis sufficient to restore the properties and equipment in the same condition as when taken over. These steps would dissipate much of the existing uncertainty as to railroad financing.

Employees Could Help

"Our railroad situation can also be helped by wise labor leaders who know the local conditions and needs of the railroad companies. Labor leaders can help the situation if they realize that the money of the railroad bond and stockholders provides work for the employees, that the men are paid from the dollars paid by the public for passenger and freight service and that these public dollars are the only means of meeting the railroad payroll.

"Labor leaders and the labor publications should advise the employees loyally to support the railroads, to speak well of the railroads and to render the best service to the public. They should show the men that continued hostility to the railroad managements and to railroad investors and the continued publication of unkind and selfish editorials are bound to breed misunderstanding, and to array public opinion against even the reliable railroad man-

agement. The public realizes that this selfish attitude of labor leaders leads them to claim wages that are too high for the work performed. Labor leaders and railroad men could put public opinion right behind them by agreeing to fair wages and working conditions, based on an existing revenue of the railroads. Railroad managers want well-paid and satisfied employees. Are the leaders of the men equal to the situation or must public opinion push them into advocating what is fair? Let us hope that we are entering a new era in this respect.

"Railroad managements, railroad employees and railroad investors should stand united; they should be given more freedom promptly to meet economic conditions and manage their own affairs, subject to public regulation and in a way that will maintain good and uninterrupted service for the public, secure credit necessary to the extension and improvement of railroad facilities; preserve fair wages to the employees and a just return to the investor at all times.

"I feel that no further tinkering with the business situation will do us any good, but I am equally persuaded that the funding of war capital expenditures and the removal of war capital expenditures that prevent fair settlements for the Federal control and guaranty periods are not only just, but would release so many hundred millions of dollars. That would be one of the most beneficial factors in restoring normal business conditions and in enabling the railroads to meet their obligations. Delay or failure will jeopardize the credit of many of the railroads."

ELLIOTT DEPRECATES FREIGHT RATES CUT

Washington, May 25.—The Government should aid the railroad owners

to restore their plants to pre-war conditions in both physical aspects and earning power, through suitable adjustment of income and outgo. Howard Elliott, chairman of the Northern Pacific, today told a Senate committee investigating the transportation situation. He said the railroads were turned back with their earning power practically annihilated and nowhere near the basis of 1917.

"A general reduction in freight rates will not help solve the present complicated economic and psychological conditions in this country," said Mr. Elliott, "but will still further reduce the ability of the roads to survive and become buyers themselves of those articles which, when they are prosperous, they use in such large quantities."

"In saying this I do not mean that no rates should be readjusted, but I believe it would be unfortunate to give the impression at this time that the railroads can be sustained, as contemplated by the Transportation act, and at the same time make any general reductions in freight rates until it is evident that expenses have been reduced enough to justify such reductions.

Mr. Elliott declared there was no "inflation" of railroad prices to a point where any large profit was received.

SHOW YOUR COLORS

at the matchhead. Not a bunch of wind-torn, shreds of faded, but perfect, great Vandyke matchheads. Made to order—prices most exact.

F. Vanderherchen's Sons
7-N. Water Street, Phila.
"At the Sign of the Sail"

SECRETARY OF LABOR GREETED BY HOME FOLKS

Residents of Shenango Valley Welcome J. J. Davis to Native Town

Sharon, Pa., May 25.—(By A. P.)—James J. Davis, Secretary of Labor, who years ago left the scenes of his childhood here as a poor boy, was welcomed home today with all the honors the city could bestow upon him.

When the Pennsylvania train, due here at 11:31 A. M., pulled into the station, a citizens' reception committee, headed by Mayor Frank Gilbert, presented him with the key to the city. Hundreds of citizens from all over the Shenango Valley were present.

Mr. Davis was then taken to the Sharon Country Club, where he had luncheon with a number of prominent citizens. At 2 o'clock this afternoon the reception committee will release

him to enable him to visit his aged parents, who still make Sharon their home. He will also confer with officials of the Sharon Lodge, No. 209, Moose home here, plans for which are under way.

A banquet in his honor will be given at the Duhi Memory this evening. State Senator Fred Service, of Sharon, will be toastmaster.

To Speak for Irish Relief

Former Judge Theodore P. Jenkins, Councilman Joseph P. Gaffney, Assistant District Attorney M. J. Speiser and Dr. A. P. Keegan will speak tonight at a meeting of the Forty-eighth Ward branch of the American Committee for Relief in Ireland in Library Hall, Twentieth and Shunk streets. Gerald A. Dougherty will preside.

Thieves Raid Paris Laboratory

Paris, May 25.—Burglars, by means of false keys, entered the laboratory of the heart of the Prefecture of Police and carried off platinum apparatus used in chemical analysis valued at 100,000 francs and other scientific apparatus valued at 25,000 francs. The police say these appliances will be difficult to duplicate, as all are stamped with special marks.

Do we serve you?
We Handle Only the Very BEST COAL

2240 Lbs. to Every Ton For 35 Years We Serve You Right

OWEN LETTER'S SONS

A Yard That Has No Equal

Trenton Ave. and Westmoreland St.
Bell—Frankford 2150
Revolution—East 232

You'll taste the difference!

ASCO Coffee

25c lb

At all our Stores

AMERICAN AMERICAN

Nothing but Brogues

for the younger men this season, so we've made a point of them.

Steigerwalt
Boot Shop
1420 Chestnut St.
Where Only the Best is Good Enough

\$14.00

HORN & HARDART BAKING CO.

24 Restaurants—Centrally Located

Suggestions for This Evening's Meal

ROAST BREAST OF VEAL (stuffed)	Mashed Potatoes
POT ROAST	French Fried Potatoes
FRESH CODFISH With Cream Sauce	Stewed Tomatoes
CREAMED SHRIMP & MUSHROOMS	Green Peas
with choice of	Macaroni au Gratin
Two Side Dishes	Spaghetti
	Baked Beans

Soup (small order)	Roll and Butter05
Cole Slaw	Coffee, Chocolate, Tea,	
or Pickled Beets	Iced Tea or Milk05
Desserts Many Varieties of Pies, Cakes, Puddings, Fruits, Fruit Salad, Ice Cream		.10

We Offer a Wide Choice of Cold Salads and Combination Salad Sandwiches

About 10% Advance on Above Prices at Our

1425-27 Chestnut Street Restaurant
OPEN UNTIL 8:00 P. M.

RUPTURE BOOKLET

ASK FOR EDITION NO. 4

Reliable Information About Strains, Risks and the Treatment. Also Testimonials.

SMELLY'S ANGIOSTY RUPTURE PAD

\$3.00

3" x 5" Triangular Pad

Patented August 27 1917

Keeps the rupture from spreading and relieves the pain.

Write when all others fail. Can attach to most any strap.

Price 30c per pad.

Keeps the rupture from spreading but center nerve should be removed by operation.

SMELLY'S ANGIOSTY RUPTURE PAD

1000 Walnut St. Phila. Pa.

Call for and keep for reference

SEASHORE

ATLANTIC CITY OCEAN CITY WILDWOOD AND CAPE MAY

EXCURSIONS EVERY SUNDAY Also MEMORIAL DAY

Monday, May 30

Round Trip \$1.50 War Tax, 15c Additional

Via Atlantic City Railroad

Leave Chestnut and South St. for Atlantic City 7:00 and 7:30 A. M.

Leave Ocean City, Wildwood and Cape May, leave Chestnut and South St. for Atlantic City 8:30 A. M.

Returning from all points 6:00 P. M.

Additional train from Atlantic City 9:15 P. M.

On and after June 5 Atlantic City excursion trains will run to and from Mississippi Ave. and Boardwalk.

EXCURSIONS EVERY DAY

Commencing Sunday, June 13

FISHERMEN'S SPECIAL—Commencing Sunday, June 13, leave Chestnut and South St. for Schellinger's Landing (Cape May), leaving 7:30 A. M. for Schellinger's Landing 7:30 P. M.

Atlantic City Railroad

Handley-Knight

America's Finest Knight-Motored Car

THE exalted rank of Handley-Knight is at once established by its Knight Sleeve Valve Motor, internationally famed for its smooth, quiet, supple power and remarkable freedom from mechanical attention.

This notable attribute of the motor is extended to the entire car.

Drive it—you will like it.

Let Us Show You!

Harper & Harper

250 North Broad Street

BUILT IN THE Handley-Knight Shops KALAMAZOO, MICH.

THE IMPORTANCE OF PROTECTION for Philadelphians

No need to remind you that the police blotters are heavy with crime records—the headlines of newspapers tell the story. The point is: How can you avoid the menace? The answer lies in Holmes Electric Protection—not tomorrow, but now.

Our subscribers reap more than mere protection against burglary. Fires are extinguished, leaks discovered and stopped, dangerous irregularities of every nature are sought in time and prevented. For half a century we have demonstrated to Philadelphians that

"Where There Is Holmes, There Is Safety"

HOLMES ELECTRIC PROTECTION

TELEPHONES—WALNUT 611—MAIN 8030
812 CHESTNUT ST., PHILADELPHIA
NEW YORK PITTSBURGH

Own the car that all men speak of with respect

LOCOMOBILE

The best built car in AMERICA

HARE'S MOTORS, Inc.

PHILADELPHIA BRANCH
2314 MARKET STREET
Locust 430

WE SHALL KEEP FAITH

HARE'S MOTORS, Inc.

HOT WAVE

There are no coal bins, wood piles, dangerous oil tanks or other mess and fuss.

—On Guarantees

The average so-called "Guarantee"—with garbled statements and meanings—is only a good basis for a law suit.

The "HOT WAVE" Automatic Gas-Fired Boiler is guaranteed in simple language with but one plain meaning.

If the "HOT WAVE" Automatic Gas-Fired Boiler does not do all that we claim—your money is refunded.

Could we be more fair? Can we show more confidence in our product—and in you?

Talk with us about your Heating Problems—we can help you.

Write for Booklet

GAS UTILITIES SALES COMPANY OF PHILA.
SPRUCE AT NINTH ST., PHILA.

WM. AKERS, JR. CO., 10TH AND FILBERT STS.

Logan Fixture Shop, Robert Howarth Sons, Simpson Heating Co.
4942 N. Broad St., 149 E. 7th St., 500 Broadway, Phila., Chester, Pa., Camden, N. J.

\$645 CHEVROLET

"For Economical Transportation"

At the new price, Chevrolet Model "Four-Ninety" touring car is the lowest priced, fully equipped, quality automobile on the market.

It places comfortable, convenient and dependable motor transportation within the means of everyone.

CHEVROLET MOTOR COMPANY

More than 4,000 Dealers, Retail Stores and Service Stations in United States and Canada

Chevrolet "Four-Ninety" Touring Car, \$645, f.o.b. Flint, Mich.

"Four-Ninety" features:

- Transmission: Selective type, hand control, 3 speeds forward, and reverse
- Electric starter
- Speedometer
- Tire carrier
- Side curtains
- Electric lamps
- Demountable rims
- License holder
- Complete tool equipment
- Electric horn
- Extra rim
- Fabricoid Top