

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility in Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions."

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems

and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

PLANS TO OFFER A BILL TO GIVE FRANCE A BILLION

RICHMOND, VA., March 30.—Representative Andrew J. Montague of the Third Congressional District, who in a speech last night at the City Auditorium predicted war almost immediately after the convening of the special session of Congress, today voiced his approval of The New York World's suggestion that the United States give a billion dollars outright to France.

"I favor a gift to France of \$1,000,000,000 as a token of gratitude and the solidity of the Republic's institutions," he said "and if no such measure is submitted by the Committee on Foreign Relations of the Committee on Foreign Affairs, it is my present purpose to offer a bill for such a gift."

LIST OF LETTERS

Remaining uncalled for in the Indiana office, March 24, 1917:

Quincy Adams, Mr. Nick Ballo, Mr. Clarence Baker, Mr. Jas. H. Buterbaugh, Mr. Albert Davis, Mr. S. J. Dickie, Lester Gardner, Miss Helen E. Miller, Miss Myrtle Miller, Mr. Alvin McGarvey, Miss Margaret McClure, Mr. Robert S. Nimmo, Mr. Edmond Power, Mr. Stacy Ray, Miss Marion Spencer, H. J. Springer, Miss Mildred Slovensky, Miss Mary Elizabeth Thomas.

Mr. John L. Arthur, Peter Eakel, Mrs. Mary Empfield (2 letters) Mr. Dale Green, Mr. Ward Hoagen (3 letters), Miss Margaret Hamilton, Mr. M. P. Meyer, Mr. Clarence McEmón (of Martin Rager), Mrs. Elizabeth Palmer, Mr. Albert Patterson, Mr. Z. T. Parks, Miss Jeanette Sweeney, Miss Ella Torrence, Mary J. White, Jan Wiek, Mrs. E. Knoles, Magagnati Giovanni.

When inquiring for letters in this list please state that they were advertised, giving date.

HARRY W. FEE, P. M.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912.

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PATRIOTS HASTEN MOVE TO COMBAT DARK INFLUENCES

NEW YORK, March 30.—In order to offset a possible move by the German government to paralyze the efforts of Congress in dealing with the war crisis, groups of patriotic citizens in New York, Chicago, Boston and Philadelphia undertook today to organize a pilgrimage of patriotism to Washington to attend the opening of the extraordinary session of Congress.

In New York, where public-spirited men had become nervous lest some "dark influence"

be exerted on the Congress, arrangements were made today on an hour's notice for a special train to Washington on Sunday. They got into communication with friends in other cities and in a short time assurances were received from them that other special trains would be organized. The pilgrimage of patriotism is the spontaneous reaction to the suggestion received from various sources today that the imperial German chancellor would spring a "peace move" as a bait to Congress. There was a conference of men connected with Columbia University, the American Rights League and other organizations.

MAJ. GEN. LEONARD WOOD



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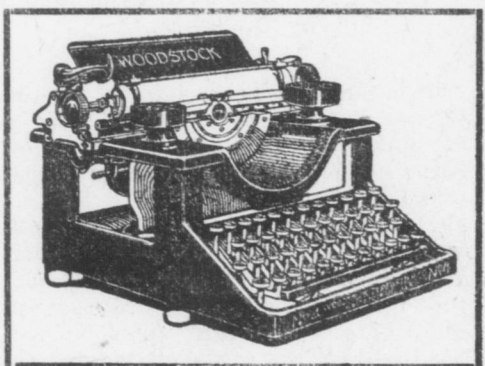
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