

## BRITISH EXPERT

### LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That  
They Lead World.

### NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and  
Loss of Efficiency—Declares That  
Crisis Confronts Country on Account  
of Transportation Situation—Lowest  
Freight Rates to Be Found in United  
States.

Washington, May 14.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London this week. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

#### Higher Rates a Public Necessity.

Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

#### Weakness of Government Ownership.

On the subject of government ownership of railways Mr. Acworth said:

"It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests.

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study your railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case against government ownership."

# FARMERS

The world-wide food shortage has  
put YOU on the firing line

The Hunger Cry at Home  
and Abroad Bids You

# SPEED UP!

You know the wheat crop is more than  
125,000,000 bushels short in the face of  
a bigger demand than ever. Other crops  
must make up this shortage

Here is how you can help:

Give first consideration to the  
non-perishable crops. Increase  
your acreage of beans and corn.  
Sow more buckwheat. Plant  
forage crops to supplement  
grain feed. Increase your live  
stock—especially hogs. Raise  
more chickens for quick meat.

If you have more of any kind of seed  
than you can use, see that some one  
else gets it.

WE MUST FEED THE ALLIES  
AND OURSELVES

# THE WORLD IS WAITING TO BUY

Don't Be Afraid of  
Low Prices

If you need help to do your part ask the Local  
Committee of Public Safety for Aid

ISSUED BY  
THE PENNSYLVANIA COMMITTEE OF PUBLIC SAFETY  
DEPARTMENT OF FOOD SUPPLY  
SOUTH PENN SQUARE—PHILADELPHIA

## Voter's Catechism.

- D. Have you read the Constitution of the United States?  
R. Yes.
- D. What form of Government is this?  
R. Republic.
- D. What is the Constitution of the United States?  
R. It is the fundamental law of this country.
- D. Who makes the laws of the United States?  
R. The Congress.
- D. What does Congress consist of?  
R. Senate and House of Representatives.
- D. Who is our State Senator?  
R. Wilbur P. Graff.
- D. Who is the chief executive of the United States?  
R. President.
- D. For how long is the President of the United States elected?  
R. Four years.
- D. Who takes the place of the President in case he dies?  
R. The Vice President.
- D. What is his name?  
R. Thomas R. Marshall.
- D. By whom is the President of the United States elected?  
R. By the electors.
- D. By whom are the electors chosen?  
R. By the people.
- D. Who makes the laws for the State of Pennsylvania?  
R. The Legislature.
- D. What does the Legislature consist of?  
R. Senate and Assembly.
- D. Who is our Assemblyman?  
R. Wilmer H. Wood.
- D. How many States in the union?  
R. Forty-eight.
- D. When was the Declaration of Independence signed?  
R. July 4, 1776.
- D. By whom was it written?  
R. Thomas Jefferson.
- D. Which is the capital of the United States?  
R. Washington.
- D. Which is the capital of the state of Pennsylvania?  
R. Harrisburg.
- D. How many Senators has each state in the United States?  
R. Two.
- D. Who are our U. S. Senators?  
R. Boise Penrose and George T. Oliver.
- D. By whom are they elected?  
R. By the people.
- D. For how long?  
R. Six years.
- D. How many representatives are there?  
R. 435. According to the population one to every 211,000, (the ratio fixed by Congress after each decennial census.)
- D. For how long are they elected?  
R. Two years.
- D. Who is our Congressman?  
R. Nathan L. Strong.
- D. How many electoral votes has the state of Pennsylvania?  
R. Thirty-eight.
- D. Who is the chief executive of the state of Pennsylvania?  
R. The Governor.
- D. For how long is he elected?  
R. 4 years.
- D. Who is the Governor?  
R. Martin G. Brumbaugh.
- D. Do you believe in organized government?  
R. Yes.
- D. Are you opposed to organized government?  
R. No.
- D. Are you an anarchist?  
R. No.
- D. What is an anarchist?  
R. A person who does not believe in organized government.
- D. Are you a bigamist or polygamist?  
R. No.
- D. What is a bigamist or polygamist?  
R. One who believes in having more than one wife.
- D. Do you belong to any secret society who teaches to disbelieve in organized government?  
R. No.
- D. Have you ever violated any laws of the United States?  
R. No.
- D. Who makes the ordinances for the City?  
R. The board of aldermen.
- D. Do you intend to remain permanently in the U. S.?  
R. Yes.



**La luce che non fallisce mai**

L'OLIO "ATLANTIC RAYOLIGHT"  
dà una luce più chiara del petrolio  
ordinario perchè è fatto meglio.

Niente fumo.  
Niente stoppini carbonizzati.  
Niente puzza.

Avrete luce o calore superiore senza  
spendere di più per quello che paghereste per  
qualità inferiore.

Chiedete il "Rayolight Oil" per nome.  
Raccomandiamo l'uso della "New Perfection  
Oil Cook Stove" "Perfection Smokeless  
Oil Heaters" e Lampade e Lanterne  
"Rayo". Per perfetti risultati usate

**ATLANTIC  
Rayolight  
OIL**

Ogni dove.  
THE ATLANTIC REFINING COMPANY  
Ognidove nella Pennsylvania e Delaware.

Compratelo  
dal negoziante  
che mette in  
mostra questa  
insegna

chiedetelo  
per nome.

Advertise in the "PATRIOT"