

Division of Rail Excess Returns Urged by Hines

Action Called Necessary to Protect Public and Insure Fair Profits for All Roads After the Change

Private Capital Protected

Consolidation Into Few Systems, With Labor Aid in Rule, Is Sought

LOUISVILLE, Jan. 29.—Walker D. Hines, Director General of Railroads, in an address before the Transportation Club here tonight, urged the necessity of a division of excess earnings of railroad corporations above a reasonable return, in order to insure the public against excessive earnings of very prosperous railroads and to order to insure a fair return to all railroads.

"Those who oppose this plan seem to assume that it will operate as a disincorporation upon private capital," said Mr. Hines. "They seem to assume that if this plan is not adopted there will be an encouragement of private capital, and that they would remember the disincorporations which have existed heretofore. The real question is whether a plan shall be adopted which will both protect the public interest and reasonably protect private capital, or whether, on the other hand, a plan shall be adopted which will fail to do either with any degree of satisfaction."

Disappointment is feared. Mr. Hines declared his belief that unless the railroad problem at the present time is dealt with in a bold and effective way, the return to private management after Federal control will be wholly disappointing.

The Director General also urged the compulsory consolidation of the railroad systems of the country into a few large systems and suggested the participation of the public and labor in the management of the railroads.

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Intelligent consideration will be greatly aided by recasting the conditions of railroad regulation as they exist in 1917, and as they will again exist under private control unless fundamental changes be now instituted.

"In 1917, railroad executives were profoundly discouraged as to the conditions of railroad regulation. They found extreme difficulties in proving to the public satisfaction what they regarded as their absolute necessities in the way of increased rates, and they had no satisfactory method of dealing with labor protection which were constantly becoming more pressing.

Both rates and service were being regulated by Federal and state legislative bodies and commissions. Common actions must be taken by the railroads. The result was that so-called private management of the railroads was regarded by the executives themselves as largely a fiction because they felt that a real extent in the management was virtually taken out of their hands.

"The question now is shall the railroads be returned to substantially the same regulation which has prevailed since discouraging in 1917, or shall changes be made sufficiently fundamental to remove the difficulties upon this question which have troubled them for so long a time."

Future Policy Defined. "Broadly I believe that unless these matters be dealt with in a bold and effective way the return to private management will be wholly disappointing."

"I believe that no prompt, consistent and liberal regulation of the railroads will be practical unless provision is made for the appropriating for the benefit of the public interest an important part of the excess which any railroad company may earn over a clearly reasonable return. If this is not done there will be two continuing obstacles to securing satisfactory general treatment of the rate problem."

"One will be that rates sufficiently high to protect the general situation will inure to an unreasonable extent to the benefit of particularly prosperous roads and to the detriment of the establishment of such rates. The other will be that rates which might be sufficient to protect the situation on the average would operate to produce unduly high returns in exceptionally prosperous years, and this, likewise will have a restraining influence upon satisfactory action upon the rate question."

Benefit for Public. "On the other hand, if it is clearly understood that an important part of the return of any company in excess of a reasonable return will insure in some proper way to the public benefit, these obstacles will be removed and the rate problem will disappear."

The excess earnings thus appropriated for the public benefit ought to be used largely for the fraction of reserves to protect the railroad situation in unfavorable years and thus an additional element of stability will be given to the situation.

"The adjustment of rates at the present time to establish the credit of all the railroad companies operating independently and on their separate responsibilities will be an exceedingly difficult matter, because the abnormal condition of the last two years makes it exceedingly difficult to draw any satisfactory conclusions as to the actual earnings capacity of the railroads at the present time. The public is entitled to come to realize that under a continued unified control a large increase in rates would not be necessary."

"The increase in rates which means will be necessary to establish and maintain the credit of the railroads is likely to be met by private management, in the absence of any other plausible objection. In such a situation the prospect of obtaining the necessary increases will be greatly improved by the plan which I recommended, because it will appreciate the need for any reason on any railroad, or generally, it would turn out that the increase in rates would go largely to protect the public interest rather than to give the private owners an extraordinary additional benefit."

"It is regarded as a very important part of this plan to see that the railroad companies a sufficient proportion of

the excess earnings to stimulate their efficiency in the public interest. Beyond this point I believe the plan of division of earnings which I propose is essential to the due protection both of the public interest and of all legitimate elements of private interest."

"I have heard it seriously urged that the old system ought to be kept because we are familiar with it. This would be a good argument if the old system had been satisfactory and had obtained a proper result in the public interest, but since I believe the old system was wholly unsatisfactory and was rapidly becoming progressively more unsatisfactory I am unable to appreciate the argument. I find no potency in the suggestion that we ought to continue a failure because we are familiar with it."

Flu Drops to 4,706 Cases; 100 Deaths

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Copeland said, indicate that absenteeism among teachers and children are at normal figures. He urged that every citizen remember that influenza is a "hand conveyed disease, promoted by intimate, personal contact."

Describing the situation as serious, he added that physicians contended that while the disease was much milder than in the 1918 epidemic, there will be material increases in the ravages of the epidemic unless all precautions are taken.

"The department," said the Commissioner, "is prepared to open new hospitals, and it is our desire to do everything that can be done to prevent a serious invasion of the public health."

"Yesterday I heard a complaint that the Health Department hospitals in Brooklyn were not able to take care of the patients there. Dr. Peck, in charge of that borough reported that the Greenport Hospital has twenty-eight vacant beds, the Greenport Hospital fifteen beds, St. Mary's Hospital five beds and the Methodist Hospital five beds."

1,500 Vacant Beds in Manhattan. In Manhattan I find there are 272 vacant beds outside of Bellevue Hospital and that in addition has never refused to take in patients because of crowded conditions in its history. There are 600 vacant beds in Willard Parker Hospital and 430 beds in the Municipal Lodging House. We have not had to use either of these institutions. There are at least 1,500 vacant beds in Manhattan.

The Commissioner announced that additional workers were busy in department laboratories seeking to find the cause of influenza so that a serum may be developed.

Dr. Copeland, vice-president of the New York Telephone Company, explained to New Yorkers to use the telephone only when necessary during the epidemic. With the operating force reduced by influenza, the number of calls will save the situation. More than 300,000 calls daily have been added to the already enormous traffic load. About 2,000 operators are absent from Central offices.

"The telephone company asks the public to do two things," the official concluded. "Telephone only when it is absolutely necessary and when you do telephone help the operator in every way possible. Be considerate."

Dr. Copeland approved this plan and requested for the Health Department that the telephone in the main headquarters in Manhattan be closed as much as possible. Calls for necessary factors, supplies or other help should be made to the health offices in the boroughs in which the services are rendered. The telephone numbers for the boroughs are:

Manhattan, North 9400; Bronx, Tremont 1273; Brooklyn, Main 4320; Queens, Jamaica 1200; Richmond, Tompkinsville 410.

Sanitary Precautions Enforced. Dr. Cope issued another warning to keepers of restaurants, bakeries and other establishments, where food and drinks are served to the public concerning sanitary precautions.

Twenty men were arraigned in Tombs court yesterday charged with violating the sanitary code regulations against expediting in the subways. They were fined \$1 each.

The Fire and Police departments are suffering from the influenza epidemic, said Dr. Patrick, chief surgeon of the Police Department, and that 443 members of the force are off duty because of influenza. Dr. Joseph H. Smith, chief medical officer attached to the Fire Department, said that 100 uniformed men were incapacitated by influenza.

Lists of drug stores where which patients may had under the influenza epidemic issued yesterday by internal revenue officials.

23 States Report Cases Gaining Over Last Week

Increase Is More Than 23,000; Deaths Also Leap, but Pneumonia List Shows a Decrease

WASHINGTON, Jan. 29.—Steady spread of influenza over the country was indicated by reports to the Public Health Service to-day from state and city health officers. No marked increase in any particular locality, however, was noted.

Cases reported from twenty-three states and the District of Columbia for the week ended January 24 numbered 27,241, an increase of more than 2,000 over the week before. Officials explained that the total reported probably was far below the actual number of cases existing. Deaths from influenza during the week ended January 24 in thirty cities totaled 137, an increase of 396 over the week before, while deaths from pneumonia were 916, a decrease of seventy-five from the total the week before.

LOUISVILLE, Jan. 29.—Influenza is becoming so widespread in large sections of the country, especially in the region between Chicago and New York, that it is interfering seriously with railroad weight traffic, according to Walker D. Hines, Director General of Railroads, who was here to-day to address the annual banquet of the Transportation Club.

"Coupled with bad weather conditions," said Mr. Hines, "the influenza epidemic has dealt a serious blow to railroad operation. Not only are scores of railroad men down with the disease, but many are forced to stay away from their duties because of the death or serious illness of members of their families."

"Reports received by me yesterday, however, are that both weather conditions and influenza are doing better."

SYRACUSE, Jan. 29.—With more than 3,000 persons ill of gripple, influenza in a light form and other diseases, Syracuse public and business life is badly crippled. Comparatively few of the patients are seriously ill, and only a few of them have developed pneumonia in the last few days.

The school system is badly affected by teachers being forced to give up work, and the various city departments are being handicapped. Transportation service is at its worst, the trolley company giving the illness of 100 men, about one-sixth of its force, as the main reason.

BALTIMORE, Jan. 29.—The ascending scale of influenza cases continued here to-day, 453 new cases being reported for the last twenty-four hours. The total number of cases reported to date was 1,748, and 100 deaths were reported for the same period, however. More than 200 school teachers are ill, most of them with influenza. There were eight deaths from pneumonia yesterday, the highest number of deaths from pneumonia in the city since the outbreak of the epidemic.

LANSING, Mich., Jan. 29.—Influenza cases in Michigan touched 11,710 this afternoon, according to reports to the State Board of Health. The figures show an increase of 2,418 in the last twenty-four hours, during which time thirty-seven deaths from influenza and forty-seven deaths from pneumonia were reported.

ASHEVILLE, N. C., Jan. 29.—A city ordinance was adopted to-day closing all public houses and prohibiting saloons, lodges and club meetings, in an effort to prevent the spread of influenza. Churches were requested to close, as no municipality in this state can order them closed for any reason. A total of 109 new cases of influenza were reported to-day.

NEWPORT NEWS, Va., Jan. 29.—The threatened influenza epidemic at Camp Eustis, near this city, has been completely checked. When Brigadier General Hays, commander of the 10th Central Postal Directory, closed all theaters, reading rooms and mess rooms and temporarily suspended drill.

The next day there were fewer new cases, and five days later only one new case was reported, there having been twenty-five or thirty cases in all.

Limit of Pint in 10 Days Put on Whisky for Flu Only Physicians Who Hold U. S. Permits to Prescribe; Seized Liquor Available in Emergency

WASHINGTON, Jan. 29.—Official explanation of the regulations under which it may be possible to obtain liquor for medicinal use in combating the influenza in New York and other cities was made here to-night in a statement issued by the Bureau of Internal Revenue. It is as follows:

Any physician duly licensed to practice medicine and actively engaged in the practice of such profession may obtain a permit to prescribe intoxicating liquor and may then issue prescriptions for distilled spirits, wines or certain alcoholic medicines for medicinal purposes for his own use or for the use of a patient whom he is in attendance in cases where he believes that the use of such medicinal liquor is necessary. In no case shall such prescriptions be prescribed by one or more physicians in excess of one pint for the same person within any period of ten days.

No Limit on Quantity of Wine. No specific limitation is placed upon the quantity of wine which may be prescribed for medicinal purposes. The regulations merely require that no prescription be issued for a greater quantity of wine than is necessary for use as a medicinal beverage. Physicians who do not hold permits to prescribe intoxicating liquor are under no circumstances permitted to issue prescriptions.

Alcohol prescriptions for intoxicating liquor are required to be written on prescription blanks prescribed by the department (Form 1405), and to be produced by the bureau except that in emergency cases physicians may use their regular prescription blanks. Holding an adequate supply of the official blanks being printed, physicians holding permits have been authorized to issue prescriptions on blanks regularly used by them.

Prescriptions for intoxicating liquor may be filled only by registered pharmacists who hold permits authorizing them to do so, or who are employed by retail druggists holding such permits. Pharmacists and druggists holding such permits will procure their supplies of intoxicating liquor from manufacturers or other persons holding permits authorizing them to sell liquor.

Persons to whom prescriptions for intoxicating liquors are issued by physicians may procure the liquor prescribed through pharmacists or druggists holding permits without obtaining a permit.

Physicians may also obtain permits entitling them to procure not more than six quarts of distilled spirits, wines or certain alcoholic preparations during any calendar year for administration to their patients in emergency cases where delay in procuring liquor in a proper manner through a pharmacist would have serious consequences to the patient.

Provision is also made in the regulations for issuing permits to hospitals and dispensaries to enable them to procure intoxicating liquor to be administered for medicinal purposes to patients at such institutions.

Carter Praises Work of Rail Labor Boards

Recommend That Adjustment Machinery Be Continued After End of Federal Control of Lines

Morale of Men Raised

Confidence of Employers and Employees Won by Fair Decision of Disputes

WASHINGTON, Jan. 29.—Continuation after the end of Federal control of railroads of the boards of adjustment to decide controversies arising under the application of wage orders and in other disputes between the railroads and their employees was recommended in the annual report to-day of W. S. Carter, director of the division of labor of the Railroad Administration. "The work of these boards," said Mr. Carter, "demonstrates not only the advisability of the creation of such boards, but the necessity of their continuance. The fact that the boards are 'bipartisan,' without 'umpire' or 'neutral' members, and that all of the members are experts on railroad agreement matters has led both officials and employees to have confidence not only in the fairness of decisions rendered but also in the technical ability of the members of the board to pass intelligently on all controversies submitted for decision."

Mr. Carter reviewed the comparatively small number of cases on all the railroads in the country in which disputes resulted in unauthorized strikes in 1919 and pictured the work of the division of labor of the Railroad Administration in adjusting such controversies in cooperation with other agencies of the Railroad Administration.

Outlining labor conditions as he saw them on railroads prior to government control and the railroad labor situation when government control of railroads began, Mr. Carter said:

"One of the principal purposes of the creation of the division of labor was to provide means whereby the controversies that constantly arise between railroad officials and employees would be promptly and equitably adjusted. An inability to adjust these controversies under past practices resulted in strikes, threatened strikes or a constant unrest among employees—to the extent that the efficiency of the service had greatly diminished at the time the roads were taken over under Federal control."

"During the two or three years antedating Federal control of the railroads an alarming situation was created in that the employees' organizations, as a whole and through federations, found themselves confronted with similar federations on the part of the railroads, the roads being represented by conference committees and the conference committees being subordinate to 'advisory committees.' It was alleged by employees that these conference committees of all of the principal railroads in a district were not permitted to grant the demands of employees, or even to make favorable compromises, without the consent of the advisory committee. The advisory committee, it is a fact, was the agent of the great banking institutions that controlled the financial policy of all the railroads."

Minor Strikes Adjusted. "Arbitrations have been resorted to in the later years, with the result that employees reached the conclusion that an arbitration award depended entirely upon the frame of mind of the neutral arbitrator. Later, provisions were made for submitting controversies over the application of an arbitration award back to the arbitration board or to some other umpire, but this resulted in the continuation of controversies over a period of two or three years."

"It may be truthfully said that at the time the railroads passed under Federal control, because of these vexatious contentions the morale of railway employees had sunk to a low degree."

"During the year 1919 a considerable number of minor strikes occurred, practically all of which were not authorized by the organization of which the employees were members. A major proportion of these strikes was adjusted through the initiative of the division of labor."

"It is believed that a vast majority of these unauthorized strikes arose out of the fact that the employees at these local points did not fully understand that a proper tribunal had been created by the Railroad Administration to which all controversies should be referred and that equitable decisions would be reached by such tribunals."

60 Cases of Flu on "Dry" Cunard Liner From N. Y. PLYMOUTH, Eng., Jan. 29.—Influenza raged on board the Cunard Line steamship Kaiserin Auguste Victoria during her passage here from New York, whence she sailed on January 17. The liner arrived here to-day twenty-four hours late because of encountering a hurricane. There were sixty cases of influenza among the passengers and crew, three of the patients developing pneumonia, from which one, a third-class passenger, died last night.

It was declared on the ship that the absence of stimulants, which was sailing "dry," had hampered the surgeons in fighting the prevalent diseases. A supply of spirits and medical stores was taken on board here before the vessel proceeded for Cherbourg and Liverpool.

Purpose of Division of Labor. Outlining labor conditions as he saw them on railroads prior to government control and the railroad labor situation when government control of railroads began, Mr. Carter said:

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Glass Cuts Relief Plan for Europe to \$125,000,000 Loan

\$50,000,000 Gift "Would Do More Harm Than Good" in Poland, Austria and Armenia, Said Hoover

WASHINGTON, Jan. 29.—Reduction of \$25,000,000 in the \$150,000,000 loan proposed for food relief in Poland, Austria and Armenia, was made to-day by Secretary Glass, appearing before the House Ways and Means Committee.

Mr. Glass said the reduction had been decided on in conference with Herbert Hoover, who was quoted as saying that the loan or gift of \$50,000,000 as suggested in committee would do "more harm than good."

"Fifty million dollars would not relieve the menacing situation and revolution might occur in the affected countries," said the Secretary.

Assistant Secretary Norman Davis told the committee the reduction was made possible by Great Britain definitely agreeing to provide the ships for transporting the food. He added that Argentina and Canada had "signified a willingness" to participate, estimating \$10,000,000 would be provided by them.

"One cannot describe the need of relief," declared Secretary Glass, "relying on the conditions related to him by American officials just back from Europe. This relief is the humanitarian and safe thing to do. It is the plain, practical common sense thing to do, even if we don't get the money back. But we hope to get some of it back. It is the least expensive thing to do."

"Men, women and children, especially children, are dying by the thousands. One man just returned from Europe saw twenty-seven bodies unburied in a street in an Austrian city."

The committee adjourned until tomorrow without acting on the proposed loan.

Huge Stores of Food Sent From U. S. Remain Undelivered in Danzig

Thousands of packages of food, valued at hundreds of thousands of dollars, sent from this country to relieve the shortage in Poland, are at the piers and in warehouses of Danzig and cannot be delivered, according to a report received from Warsaw by the American Relief administration here yesterday.

Shipments which arrived in the Baltic port last summer are piled high in warehouses and may never be delivered, it was announced. Virtually all of the shipments to individuals in Poland have been lost.

Edgar Rickard, acting chairman of the administration, in calling attention to this huge loss, again warned Americans not to attempt to send supplies in individual packages because such action not only made conditions in Danzig worse but failed to relieve the growing stringency in Poland. Secretary Lansing's attention has been called to the conditions in the Baltic port, and the Secretary of State has been asked to help prevent individual shipments.

The only solution so far devised is a plan by which Americans may purchase "food drafts" which they may send by mail to Poland, when they will be redeemed by the relief administration with food sent direct in chartered ships under special guard to Polish warehouses.

\$325,000,000 in Interest Owed to U. S. by Europe

WASHINGTON, Jan. 29.—Accrued interest on loans to European countries totals approximately \$325,000,000, according to a table, submitted to-day to the House Ways and Means Committee by the Treasury Department, which plans to defer collection for a few years, pending reconstruction.

Great Britain owes the most interest, the total being \$144,440,837. Interest owed by other countries is: France, \$94,027,749; Italy, \$84,237,539; Russia, \$16,832,502; Belgium, \$11,455,278; Czechoslovakia, \$1,067,033; Serbia, \$917,209; Rumania, \$699,873; and Liberia, \$318.

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\$87.50			

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Just two days left for you to participate in our January Sale offerings. The merchandise is made by the most reliable manufacturers only—not goods bought for Special Sales, but for our own Regular Stock. Prices quoted are lower than today's Wholesale Cost.

Men's Batex Street Shirts, soft and stiff Collars, sizes 14 to 18. Good assortment of neat, desirable patterns. Formerly priced \$3.00 and \$3.50 each. January Sale Price, each..... **2.65**

Men's Shirts, soft and stiff Collars. Broken assortments but all sizes, 14 to 18. Made of high grade Percales. January Sale Price, each..... **1.70**

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