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RAILROAD BILL PASSES

HOUSE; VOTE 203 TO 159

Provides for Private Ownership and Operation Under Broad Federal Supervision.

DEMOCRATS OPPOSE ACT

After Their Failure to Eliminate Provision for Government Guarantee of Revenues.

Washington, Nov. 17.—The railroad bill, providing for private ownership and operation of rail carriers under broad federal supervision, was passed tonight by the House, 203 to 159. The measure goes to the Senate, but it will not be taken up there until the regular session in December.

A majority of the Democratic members opposed the bill, after their failure to eliminate the provision for government guarantee of revenues of the carriers for the first six months of renewed private operation.

Representative Sims, of Tennessee, ranking Democratic member of the House interstate commerce committee that framed the measure, led the fight on the guaranty, declaring a 'subsidy.' A motion to eliminate it was defeated, 260 to 165, on substantially a political division.

Attacks Labor Section

The House reaffirmed, 253 to 112 its stand on the labor section, providing only for voluntary conciliation of labor disputes. Representative Kitchen, of North Carolina, former Democratic leader, attacked the labor section as leaving the settlement of disputes largely with the railway unions. He declared "the brotherhoods could nullify the provisions ten days after passage of the bill by refusing to appoint representatives" to the boards created to settle controversies.

Preceding the final "show-down," by separate roll calls, the House spent the day in considering numerous extensions of the powers of the Interstate Commerce Commission. Its last important action was to place the commission in control of all capital issues of the roads, after members had declared that if similar provisions had been in the law some years ago none of the "disgraceful financial disasters" would have befallen several big systems.

The proposed new rule for rate-making was eliminated after a bitter fight. Efforts to prevent the Interstate Commerce Commission from being given

authority to control intrastate rates imposing an "undue burden" on intrastate commerce were defeated. By this section, the House enacted into law the famous "Shreveport case," after which intrastate rates in the Southwest generally were increased to remove a discrimination found to have existed against Shreveport in favor of Dallas.

The railroad bill, as passed by the House, does this:

"Provides capital and insures the financial future of the lines during the period immediately after private operation is renewed; creates machinery for the voluntary conciliation of labor troubles and extends federal authority over rail transportation by increasing the power of the Interstate Commerce Commission.

General Rate Advance.

Federal control would end with the month in which the bill is enacted, and raise continue in effect for six months unless changed. Roads are ordered to ask the Interstate Commerce Commission for general rate advances within sixty days and government guaranty is denied carriers failing to do so.

As a guaranty the government agrees that the revenues of the carriers for the first six months of renewed private operation shall equal the standard return paid during federal control as rental for the use of the lines. Short line railroads and express companies would also receive their guaranty.

Government five-year loans at 6 per cent also may be obtained by the lines within twenty-six months after the end of federal control, and to carry out the provision \$250,000,000 is made available.

Funds are Provided.

The funding plan for settlement of \$7775,000,000 the roads will owe the government at the end of this year, provides for a set off of approximately \$400,000,000 the amount of government rental. Payment of this unliquidated indebtedness would be in ten annual installments.

For settlement of labor troubles the bill would set up machinery in vogue before and during federal control for employes and employer voluntarily conducting negotiations, with in added provision for a second or appeal board to reach decision, if the former fail. No penalty against strike or lockout and on all boards the workers and the rail owners would have equal representation.

The bill would give the Interstate Commerce Commission jurisdiction of use, control, movement, distribution

and exchange of locomotives and cars and supply, movement and operation of trains and extension or abandonment of rail lines.

The authority of the commission would be extended to prescribe minimum as well as maximum rates, to order the division of joint rates to route shipments and limit suspension of rate schedules.

The anti-trust law may be set aside by the commission to permit the consolidation of railroads, or to permit them to pool earnings or equipment.

To insure freight movements as directed by a bill of lading, a road suffering the loss must be paid as though it had carried the shipment.

The bill affects water carriers by repealing part of the Panama Canal act so as to permit railroads on approval of the commission to own and operate boats on the Great Lakes and Long Island sound, and gives the commission authority in order connections being made between rail and water lines.

Wayne, N. J., Nov. 17.—Two men were killed and two mills were demolished by a powder explosion at the E. I. Dupont Nemours plant here, several of the workers, many of whom were girls, were injured.

The explosion, which was heard 15 miles away, damaged scores of houses of employes near the plant. It is supposed to have been caused by friction in grinding powder.

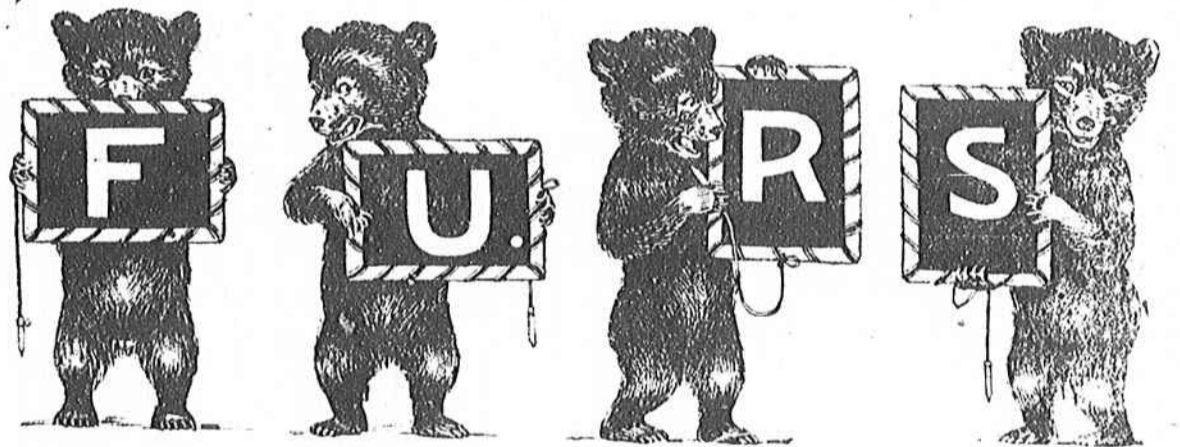
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