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Life on the Lido From Noon to Night




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## Legislation Needed to Promote Rail Mergers Helpful to Public

When provision for railroad consolidation was made in the transportation act of 1920 , the aim simply was a better
transportation system for the country. It was believed that through the merging of hundreds of lines into something like
a score of strong competitive systems marked economies in
operation could be effected, needed weak lines could be conoperation could be effected, needed weak lines could be con-
tinued through absorption into the various systems and more efficient service to the public would result. Obviously, there
was no intention to interfere with the public intersst in was no intention
transportation, but rather to serve that interest.
The fact that, after eight years, virtually no progress has been made in consolidation, would seem to indicate that
something was wrong. Mergers have been proposed, after exsomething was wrong. Mergers have been proposed, att tensive efforts to effect them, but they have failed to re mission. The fundamental difficulty has been that these at tempts were made in disregard of one important little point, the welfare of the public. well ther promoters, that of certain groups of stockholders perhaps, along with that of some of the roads affected in
the merger scheme. Fortunately, the interstate commerce the merger scheme. Fortunately, the interstate commerce
commission was on the job and, unfortunately for the promoters, put its finger

## In a rulin

financial manipulation of great railroad properties," and ruled that consolidation should "have its inception primarily
in the traffic and transportation conditions of the territory in the traffic and transportation conditions of the territory
served," and that all mergers "should be made productive of large benefits in transportation. jection to the general prinoiple of merging the railionads of
the country. It seems, however, that consolidation under such conditions is not so easy as contemplated at the time the transportation act was framed. Hence the move for additional legislation, such as that described by Representative
Homer Hoch of Kansas, member of the House interstate comer
comee committee. Pointing to the other benefits of con-
solidation, Mr. Hoch intimates that it would mean the salvation of many of the weak lines which otherwise, he believes, would have to be abandoned.
The problem of the weak road with respect to consolida-
tion is much less acute than it was when merger cfforts were tion is much less acute than it was when merger ciforts were
seriously undertaken. Many of the big railroad systems which only five or six years ago would have been classed
as weak now are in a sound condition. In fact, hardly an
outstanding railroad line of the country now conld be called weak. Generally, the weak lines now are the small roads
In the light of the experience that has been gained and
in view of the improved condition of the rairoads as a whole in view of the improved condition of the rairroads as a whole,
it may be possible, with the aid of a revised transportation
act, to hasten consolidations of weak with strong lines that
would be in the interest of the public rather than of pro-

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