

Abandon Hope of New Rail Law at This Session

Cummins to Submit Report in Near Future on What Makes High Cost of Transportation.

By GEORGE F. ALTHIER, Correspondent The Omaha Bee.

Expressing abandonment of any hope of obtaining enactment of remedial railroad legislation this session, Senator Cummins of Iowa, chairman of the senate committee in interstate commerce, today admitted to congress shortly his report on what causes the high cost of transportation. This will be preliminary to the possible submission of his own bill amending the Bach-Cummins transportation act, together with the series of railroad bills now before the committee, including the Capper bill, repealing the so-called "guarantee clause" and restoring power over interstate rates to state commissions.

The reporting of these bills will be merely for the purpose of arousing public thinking on all important subjects of transportation. Among the subjects, the Great Lakes-St. Lawrence waterways people are urging President Harding to call a national transportation conference in Washington for the purpose of working out a consolidated scheme of transportation which shall seek to place in their proper relationship the railroads, the auto trucks and the waterways, including the Great Lakes scheme.

See No Chance. Senator Cummins says there is not the slightest chance to secure passage of any railroad legislation this session because the subject is too complex and the time is too short. Nothing does he look forward to a special session and the railroad problem will have to await the next congress with even less likelihood of action than, precipitating the whole question into the moderator of the next session where many believe the question will be the simple determination of whether private ownership will continue or government ownership take its place.

In his report on the high cost of transportation, Senator Cummins will urge compulsory group consolidation, consolidation of terminals and a holding company for interchangeable rolling stock. In this way he believes, a saving of approximately \$200,000,000 annually can be made.

LaFollette has Schure. Senator LaFollette is planning a move to discharge the committee from its further handling of the Capper and other bills, but this motion would merely take the place on the calendar and would die there. Apparently, it is Senator Cummins' attitude that little good could be obtained by the passage of this act, as any amendment of the law must take the entire act into consideration and not attempt to change it piecemeal.

Singularly enough, the larger roads are showing a tendency to support the proposal to repeal the guarantee clause. It contains a provision that when the earnings of the roads run over 6 per cent, they must be shared with the government for the purpose of building up a fund for the support of weaker roads. Up to this time, no roads have reported earnings of more than 4 per cent on their tentative valuations, but this year several roads are expected to go beyond that figure. Notably among these are the Pennsylvania, the Atlantic, Toledo and Santa Fe, the Union Pacific and others. Repeal of the guarantee clause would carry with it, also, repeal of this feature, rendering unnecessary the appeal to the courts which the roads are planning to avoid sharing their increased returns with the weaker sisters.

Wait Telling on Cut. In the meantime considerable interest rests with the decision which the Interstate Commerce commission is expected to make shortly on the request for an 8 per cent reduction on hay grain and grain products urged by the Kansas trustees commission in which such states as Nebraska, Minnesota and South Dakota were intervenors. The importance of the Great Lakes-St. Lawrence waterways project may be gathered from the fact that during the past year, more freight was carried through the Panama canal, from coast to coast than was carried by the transcontinental railroad lines. This business is continually increasing. In spite of this loss of revenue from the long distance haulings, the roads have recently been offered more business than they are equipped to handle.

Reporters Disappoint London Visitor

By STEPHEN LEACOCK.



My kind of reporter could have taken me out in a Ford car and shown me a factory.

But that they asked me about art and literature. I missed nearly all of them, except as to whether I thought Al Johnson or Frank Tinney was the higher artist, and even that one was asked by an American who is waiting himself on the London press. I don't want to speak in anger. But I say it frankly, the atmosphere of these young men is not healthy, and I feel that I didn't want to see them any more.

Had there been a reporter of the kind we have at home in Montreal or Toledo or Springfield, Ill., I would have welcomed him at my hotel. He could have taken out in a Ford car and shown me a factory and how many cubic feet of water go down the Thames in a hour. I should have been glad of his society, and he and I would have together made up the kind of copy that people of his class and mine read. But I felt that if any young man came along to ask about the structure of the modern drama, he had better go to the British museum.

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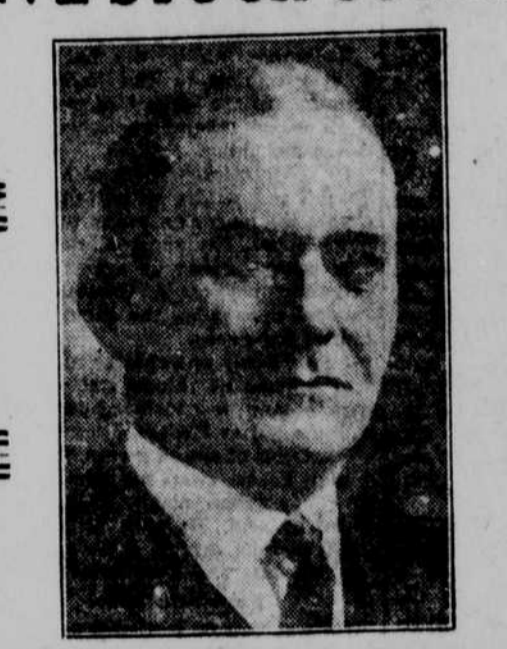
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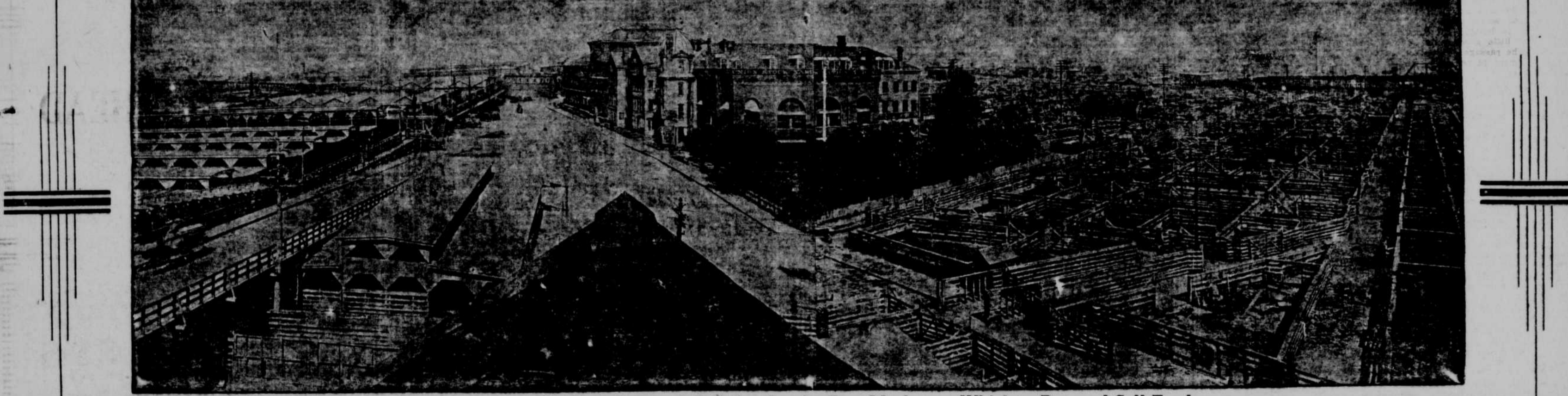
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