

satisfactory condition that has existed and still exists. Witnesses for the carriers were unable to state explicitly what economic conditions in operation, if any, may be presently affected.

On the other hand, the opinion was expressed that certain increases in operating expenses, particularly those of a permanent nature, are unavoidable. During the war passenger traffic was unusually remunerative because of troop movements, elimination of unnecessary trains and heavy loading of freight cars.

On treating "property investment," which involves the valuation of the railroads, the decision reads: "The calculations of the carriers as to the increases in revenue needed to meet the operating expenses... permit the return of 6 per cent on the book figures for investment in road and equipment, improvements on leased railroads, property and supplies, and government allocated equipment, hereinafter referred to as book cost.

Decline in Income Seen "The carriers recognize the infirmities inherent in the investment accounts as carried upon the books of the carriers, as a measure of the value of the respective properties taken separately, but that the aggregate of such figures as the basis of our calculations, tested in the light of the work of the past years, beginning with 1912 and ending with 1916, the Eastern carriers were spending out of every dollar of operating revenue received approximately 71 cents for operating expenses, not including interest on bonds and other items, and 75.03 cents in 1917, to 85.82 cents in 1918, to 88.51 cents in 1919 and to 97.63 cents in the first four months of 1920.

Needs Called Conservative "When it is considered that operating expenses do not include income tax accruals, noncollectible railway revenues, joint facility rents, hire of equipment, rents for lease of road, interest on funded and unfunded debt, and other fixed charges, and certain other items, the above figures are significant. The operating ratio for the first four months of 1920 means that operating expenses, not including operating expenses, there was left 2.32 cents out of each dollar for the payment of taxes and other items just mentioned.

Rates On Bituminous Coal "Regarding rates on bituminous coal the commission has decided to continue the existing differentials in coal rates, and have worked out a scheme of rates to effect that result. Carriers in the Southern and Western groups propose to ignore existing differentials in rates, and that the Eastern group, the proper of the Eastern lines to preserve existing relationships is approved, and carriers in the other groups should work out a similar plan for restoring to the coal rates the same relative in the adjusted percentage increase on the basis herein approved.

Passenger Profits Grow "In part because of conditions growing out of the war the passenger traffic has become relatively more profitable during the last three years. A reduction in the number of trains occurred concurrently with a substantial increase in the number of passengers carried, resulting in heavier loading of passenger cars and trains. In 1919 the number of passenger miles was 30 per cent greater than in 1916, but the number of passenger train miles was 12 per cent less. Thus, in spite of the curtailment of service, the passenger revenue for the railroads as a whole was greater by \$470,382,485 in 1919 than in 1916. This increase in revenue is regarded by the carriers as net, actually more than net, because it was almost moved in fewer trains.

Is the great majority of instances the passenger traffic is more favorable to the passenger than for the freight traffic. However, there appears to be a wide discrepancy between the figures presented for the passenger service, and the much reliance should not be placed upon the showing. Resumption of more frequent train service will tend to increase the operating ratio for passenger traffic. That carriers content themselves with uncertain whether an increase in the general level of passenger fares will yield increased revenue proportionate to the possible reduction in travel following a material increase in fare.

Surcharge on Pullman Fares "There has also been suggested the desirability of obtaining additional revenue from the rail carriers from an extra charge placed upon passengers in sleeping and parlor cars. Such a charge amounting to one-half per cent per mile was in effect for a brief period in 1917. Federal control. A charge of this character is much in its favor. Unquestionably the service

more valuable to the passenger, and more expensive. "The Pullman Company opposes the reasonable rate of a surcharge for Pullman occupancy on the ground that such a charge reduces the travel in cars of that type. It submitted a statement showing the revenues by weeks for the period March 10 to September 30, 1918, compared with corresponding weeks of the previous year. The surcharge imposed by the Director of General Investment on September 30, 1918, in effect from June 1 to November 30, 1918. The statement submitted by the Pullman Company shows that beginning with the third week of June there was a reduction in the revenue in 1918, which figures appear in part at least to sustain the contention that the surcharge operated to reduce revenues.

Differences in Four Districts "The commission makes the following provisions to cover the differences in the increases granted in the four districts or groups: "1—Where rates are constructed by the use of combinations upon gateway, and points on the border line of a group, and the percentage of increase rendered during that year undoubtedly accounts for a portion of the reduction in revenues. It is well known that the policy of the Interstate Commerce Commission at that time was to discourage luxury travel and reduce the mileage of sleeping and parlor cars, particularly the latter."

Ask Separate Treatment "Apart from these advances, thirty-eight roads in the Southwest asked separate treatment from the Western classification and a rate increase of 22.8 per cent. After the wage award was announced the carriers proposed to the commission further increases in freight tariffs and higher passenger and Pullman rates to absorb the \$23,600,000 additional granted the workers. Freight rates, they proposed, should bear an additional 9 per cent advance, amounting to \$28,570,075. As modified finally the carriers' full proposal was for total advances on freight and switching charges as follows: Eastern roads—39.75 per cent, to yield an advance of \$720,000,000; Western roads—32.63 per cent, to yield \$475,000,000; Southern roads—58.91 per cent, to yield \$1,000,000,000.

Ball in Net Income "Setting out the necessity for the increase, the railroads asserted that the net income of all of the country's roads fell from \$1,056,000,000 in 1915 to \$210,000,000 in 1919, while their investment was increased more than \$2,000,000,000. Operating expenses, the roads said, have increased 99 per cent since 1915 and revenues 33.37 per cent. If the proposed rates were added, as now 99 per cent of the revenues, against 68 per cent in 1915.

Mr. Thorne also argued that the rate advances asked were excessive, as the carriers had not made any provision for more efficient operation or for decreases in the cost of materials. He also argued that the companies set too high a value on their properties and that they were capitalizing land granted them by Federal and state governments without cost and asking the people to forever pay a tax on these gifts.

Mover Named Kentucky Warden "OSHING, July 31.—William H. Meyer, of this city, former warden of Sing Sing, has been appointed warden of the state prison at Frankfort, Ky., by Governor Letcher. He was warden of Sing Sing from December 1, 1918, to April 15, 1919. Previously he had been warden of the Federal penitentiary at Atlanta, Ga.

O'Brien Avers L. R. T. Is Obligated to Charge Only 5 Cents "Corporation Counsel O'Brien yesterday filed his statement to the writ of certiorari obtained by the Interborough Rapid Transit Company for a review of the denial of its application by Public Service Commissioner Nixon to increase the fare on various subway and elevated lines. Mr. O'Brien denied the Public Service Commission has the power to grant the relief sought by the railway company. This power, he said, is vested only in the Transit Construction Commission, which has the approval of the Board of Estimate. He further contended that under three contracts with the city the Interborough is obligated as a property right of the city to charge but a five-cent fare.

Labor Federation to Consider "Civil Service Department WASHINGTON, July 31.—Establishment of a civil service department of the American Federation of Labor, to embrace the four affiliated national organizations of government employees, will be among the subjects discussed by the executive council of the Federation at Atlantic City, August 2. Applications for such a department have been made by the executive offices of the National Federation of Federal Employees, the National Federation of Postoffice Employees, the National Association of Letter Carriers and the Railway Mail Association. The purpose of the proposed department, it is said, would be to obtain greater "equity and efficiency" among government workers in all branches of the service. Demands for more uniform, as well as better standards of employment will be made.

Roads Fought For Billion in Rate Increase

Shippers Opposed Demand as Excessive and Were Supported in Position by State Commissions

Unified System Urged Counsel for Shippers Told Interstate Board That This Was Only Way to Solve the Rail Problem

WASHINGTON, July 31.—In presenting their original applications for freight rate increases the railroads contended before the Interstate Commerce Commission that \$1,107,000,000 was necessary to advance their income to the 6 per cent basis permitted by the new transportation act. Shippers and state commissions generally agreed that some advances were necessary, but they opposed both the total and the method of application. Passenger rates, the carriers proposed, would be left unchanged, and their program of advances, applicable throughout the country, did not take into account any wage increases made by the Railroad Labor Board. The advances as proposed were: Eastern roads, 30.4 per cent, to yield an advance in all revenues of 21.1 per cent, or \$544,000,000. Western roads, 23.9 per cent, to advance all revenues 17 per cent, or \$352,593,000. Southern roads, 30.6 per cent, to provide 20.7 per cent larger revenue, or \$120,770,000.

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Archbishop Mannix Sails on Baltic



Archbishop Mannix sailed on the Baltic today for his visit to Ireland. He is accompanied by a large number of admirers and a full complement of the ship.

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Briton Saved By Guns as Mannix Sails

"Be calm, boys. God bless you all, but be calm, boys!" When the vessel was cleared of all workers, H. B. Palmer, the ship's purser, went to the pantry and escorted Mr. and Mrs. Shaw to their stateroom. The traveler's arm was nched and he suffered a few bruises. "That was an overrated and unmerited attack upon me," he said, "for I did not see the Archbishop. I was brought up to respect all religions, and throughout my life I have always shown respect to the cloth of all creeds. As an Englishman I was naturally wrought up by the vile placards vilifying my country, and I stood at the front of Pier 61. Long before Archbishop Mannix had left the home of Archbishop Hayes a crowd of about 3,000 sympathizers had assembled at the pier, it was an orderly assemblage but intensely emotional and listened to various speakers who addressed the multitude from crates of freight piled high on the "farm" in front of Pier 61. Shortly before noon the Archbishop's car came swiftly down West Street and the crowd, which was then augmented by 3,000 more, surged about the departing defender of Ireland, and he had difficulty in making his way. The order which had prevailed an hour before was flung to the winds and men and women fought to get close to the Archbishop. Eamon de Valera "President of the Irish Republic," accompanied Archbishop Mannix aboard the Baltic, but did not sail. He remained on the ship until the last call. Mr. de Valera had as much difficulty leaving the pier as the Australian visitor had in making his way. The crowds insisted on a speech and the "President of Ireland" pacified them by saying that in America for Ireland's benefit had been won. Weeks Past Only, He Says Premier Lloyd George decreed that for his utterance here and in Australia he would not be permitted to land in Ireland. If he had any thought that the Premier's order would be enforced he did not show it yesterday. He remarked he was sailing on schedule as he had announced he would and dismissed all questions relative to his landing in Ireland that answered. The Archbishop said he was a man of peace and that he sought only peace with Britain and Ireland. His utterances of peace and lawful behavior stood out in strong contrast with the behavior of his followers who flocked to the pier. Printed on the placards which the police say caused the disturbances were the following: "The Irish are being murdered for having imitated the example of their fathers." "God has defined the boundaries of Ireland." "England has committed over one thousand military assassinations in the Irish Republic." "There can be no peace while English militarism menaces the world." "Armenian massacres—intervention, Irish massacres—silence." "Lloyd George! You admit American public opinion counts. Rights!" "Ireland will be free or the world ablaze." "The world looks to you, Mannix, to save democracy." "American women will not stand for American money being used in buying bullets to kill Irish people." The cooks of the Baltic met aboard ship on Thursday and announced they would strike if the Archbishop sailed. A delegation from the Baltic's fire room also met and agreed with the

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Tie-Up of All Irish Railways Is Threatened

Lloyd George's Plan to Dismiss Employees for Refusal to Carry Arms May Result in Walk-Out

May Spoil Horse Show Five Soldiers Wounded by Bomb Hurlled from Ambush as Lorry Passes

DUBLIN, July 31. (By The Associated Press).—If Premier Lloyd George's threat to "dismiss every man on the Irish railways unless they carry arms, munitions, soldiers, police or anything but the government asks them to carry" is enforced there will be no railways operating in Ireland next week, according to predictions from those best informed here. A still worse calamity, from the Irish point of view, is that the Dublin Horse Show, an annual event in which every Irishman, whether Unionist or Sinn Feiner, is deeply interested, will either have to be canceled or become a mere parody of the usual exhibition. It has already been learned that Viscount French, Lord Lieutenant of Ireland, will not attend the event. BELFAST, July 31.—Five soldiers and two policemen were wounded and five of the nine soldiers on the lorry brought the news to Cork. A bomb hurled from a hedge wounded five of the nine soldiers on the lorry. An airplane accompanying the lorry brought the news to Cork. The wounded were taken to a hospital. No arrests were made. The soldiers on the lorry were reported to have used a Lewis machine gun during the fight. The Athlone courthouse and police barracks were burned. The reports of the explosion were heard about the countryside, which was lit by the burning of several homesteads. Turbulent scenes marked a special meeting today of the City Corporation, called on petition of three Sinn Fein and two Labor members, which comprised the necessary number of names to convene the session. The purpose of the meeting, it was stated, was to take steps for the protection and reinstatement of men thrown out of work by an Orange boycott.

From The Tribune's European Bureau, Copenhagen, July 31.—New York Tribune London, July 31.—Though the Sinn Feiners are charged at the escape of Brigadier General O. H. T. Lucas, they show no personal hostility to him, as the Government has not adopted a policy of military reprisals in Munster. The talk on the motor lorry in which General Lucas was riding was due to a desire to capture the mails, for the soldiers of the lorry, it was stated, were probably unaware that General Lucas had escaped. Report Lucas Was Liberated From another quarter comes a report that General Lucas was liberated, and that the lorry which his captors had set had expired. The general was in a bedraggled condition when he reached the little country police station in the early hours yesterday. He had wandered across the fields through most of the night and has little idea where he was imprisoned. Though two soldiers were killed and another wounded, General Lucas escaped with only a slight abrasion of the forehead caused by a splinter. It was said in Dublin to-day that Frank Brooke was murdered because of information given by him to mails seized recently in a postoffice raid. Heavy Guard for Lucas TIPPERARY, Ireland, July 31.—Brigadier General Lucas left to-day. His departure was surrounded by features in keeping with his recent escape, which was followed by a fight with raiders near Oela. When leaving to-day General Lucas traveled in a touring car, which was escorted by armored cars, each carrying two machine guns and ten men armed with rifles. An airplane preceded the party as scout to guard against any possible attempt to recapture the general. The destination of General Lucas was not announced, but it is reported he will go to England. Exciting scenes were enacted here last night as a result of the killing of two soldiers in the fight following the escape of Brigadier General Lucas. A party of twenty soldiers went through the streets calling out challenges to

action of the cooks. Later the fire raged on until the cooks that they would not strike in sympathy, but that if the cooks did strike the fire room force would strike as protest to their action. Meanwhile the intentions of the cooks floated shoreward and the longshoremen held informal meetings on the pier. It was not until the cooks assembled at the pier, it was an orderly assemblage but intensely emotional and listened to various speakers who addressed the multitude from crates of freight piled high on the "farm" in front of Pier 61. Shortly before noon the Archbishop's car came swiftly down West Street and the crowd, which was then augmented by 3,000 more, surged about the departing defender of Ireland, and he had difficulty in making his way. The order which had prevailed an hour before was flung to the winds and men and women fought to get close to the Archbishop. Eamon de Valera "President of the Irish Republic," accompanied Archbishop Mannix aboard the Baltic, but did not sail. He remained on the ship until the last call. Mr. de Valera had as much difficulty leaving the pier as the Australian visitor had in making his way. The crowds insisted on a speech and the "President of Ireland" pacified them by saying that in America for Ireland's benefit had been won. Weeks Past Only, He Says Premier Lloyd George decreed that for his utterance here and in Australia he would not be permitted to land in Ireland. If he had any thought that the Premier's order would be enforced he did not show it yesterday. He remarked he was sailing on schedule as he had announced he would and dismissed all questions relative to his landing in Ireland that answered. The Archbishop said he was a man of peace and that he sought only peace with Britain and Ireland. His utterances of peace and lawful behavior stood out in strong contrast with the behavior of his followers who flocked to the pier. Printed on the placards which the police say caused the disturbances were the following: "The Irish are being murdered for having imitated the example of their fathers." "God has defined the boundaries of Ireland." "England has committed over one thousand military assassinations in the Irish Republic." "There can be no peace while English militarism menaces the world." "Armenian massacres—intervention, Irish massacres—silence." "Lloyd George! You admit American public opinion counts. Rights!" "Ireland will be free or the world ablaze." "The world looks to you, Mannix, to save democracy." "American women will not stand for American money being used in buying bullets to kill Irish people." The cooks of the Baltic met aboard ship on Thursday and announced they would strike if the Archbishop sailed. A delegation from the Baltic's fire room also met and agreed with the

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