Morin, Nolan, Nichols (Mich.), Rhodes, Scott, Sinclair, Voigt. Total, 23.

DEMOCRATS.

Against—Almon, Ashbrook, Aswell, Ayres, Babka, Bankhead, Barkley, Bee, Bland (Mo.), Bland (Va.), Box, Brand, Briggs, Brinson, Brumbaugh, Buchanan, Byrnes (S. C.), Byrns (Tenn.), Caldwell, Campbell (Pa.), Candler, Carew, Carter, Casey, Collier, Connally, Cullen, Dent, Dickinson (Mo.), Donovan, Dooling, Doremus, Doughton, Eagan, Evans (Mon.).

Evans (Nev.), Fisher, Gallagher, Gallivan, Gandy (S. D.), Ganley (N. Y.), Gard, Garner, Goldfogle, Goodwin, Griffin, Hamill, Hardy (Texas), Hastings, Hayden, Heflin, Howard, Huddleston, Hull (Tenn.), Igoe, Jacoway, Johnson (Ky.), Johnson (Miss.), Jones (Texas), Kincheloe, Kitchin, Lanham, Lankford, Lazaro, Lea (Cal.), Lee (Ga.), Lesher, McAndrews, McClintic, MacDuffie, McGlennon, McKeown, McKintry, McLane, Maher, Major, Mansfield, Martin, Mays, Mead, Minahan, Moon (Tenn.), Mooney (Ohio), Nelson (Mo.), Nicholls (S. C.), O'Connell (N. Y.), O' Connor (La.), Oldfield, Oliver, Phelan, Quin, Rainey (Ala.), Henry T. Rainey, John W. Rainey, Raker, Riordan, Robinson, Romjue, Rouse (Ky.), Rowan, Rubey, Rucker, Sabath, Sanders (La.), Sherwood, Sims, Sisson, Smithwick, Stedman, Stephens (Miss.), Stevenson, Stoll, Tague, Taylor (Ark.), Thomas, Tillman, Watkins, Weaver, Welty, Whaley, Wilson (La.), Wilson (Pa.), Wingo, Wise, Young (Texas). Total, 125.

MISCELLANEOUS.

Carss, Independent; Randall, Prohibitionist. Total, 2.

Grand total against, 150.

Twelve members were paired on this vote as follows: Kennedy, Republican (Iowa), for, with Dominick, Democrat (S. C.), against; Scully, Democrat (N. J.), for, with Clark, Democrat (Mo.), against; Fordney, Republican (Mich.), for, with Sumners, Democrat (Texas), against; Sanders, Republican (Ind.), for, with Davey, Democrat (Ohio), against; Blanton, Democrat (Texas), for, with Curry, Republican (Cal.), against, and Graham, Republican (Pa.), for, with Vinson, Democrat (Ga.), against.

The debate in the House really made the action a party question. Republican Leader Mondell (Wyo.) made it plain that the Republicans are willing to stand back of the bill as a campaign issue, and declared that the question before the House was "whether or not as a party we are qualified to legislate along constructive lines." Democratic Leader Kitchin (N. C.) urged the members of his party to oppose the measure for the same reason.

One of the surprises of the day was the way that the labor opposition to the bill fizzled out. The overt threat of the labor organizations to oppose in the next election all members of Congress who voted for the legislation apparently had little effect. Nearly all of the twenty-three Republicans who voted against the measure were the so-called labor representatives, who usually vote as the labor organizations demand.

Denies Obedience to Gompers.

Democratic Leader Kitchin declared that the Democrats were not opposing the bill in response to the demand of Samuel Gompers or any of the other labor leaders, but solely because of the guaranty provisions.

Representative Esch (Wis.), chairman of the House Interstate Commerce Committee, opened the debate with a vigorous defence of the provisions of the bill against which the Democratic objections were lodged. He also declared that it now could be officially estimated that the total loss to the Government as a result of Federal control would be $636,000,000.

An appropriation of more than $400,000,000, in addition to the $200,000,000, soon would be asked of Congress by Director-General Hines, he said. If this is granted the total appropriations will be more than $1,900,000,000, as the result of the Government handling the railroads, and of this amount it is estimated that about $1,250,000,000 represents investments, including betterments and equipment, for which the Government will eventually be reimbursed.

$733,000,000 to Go to Roads.

Mr. Esch said:

"The Government's total expenditures for additions and betterments up to March 1, when Federal control ends, amount in even numbers to $1,152,000,000. The Government expended $372,000,000 for new equipment, which included 100,000 freight cars and 1,900 locomotives, all of which were allocated to the several carriers. Of this sum $15,000,000 has been paid in cash by some carriers, leaving a balance for equipment of $355,000,000, which the Government has expended.

The net excess of operating expenses and compensation to the carriers over the operating revenues to all these roads up to March 1, is $854,000,000. There is due the corporations in interest and open accounts $1,442,000,000, against which can be applied interest due on Government notes and open accounts and additions to betterment and indebtedness of $709,000,000 making the net sum that must be paid the roads under the terms of the bill $733,000,000

"After setoffs there will be owing the Government on account of additions and betterments $319,000,000, allocated equipment $357,000,000, and other indebtedness which will be represented in long time notes or one year notes $239,000,000, a total of $915,000,000. The total amount which the Government must appropriate to make up what may be considered a shortage is $636,000,000. If the $200,000,000 herein appropriated is made it will leave $336,000,000 to be appropriated.

Roads' Cost of Winning War.

"In short, the Government, as a result of our experience under Federal control, will have appropriated $1,900,000,000 and over. Of that sum $1,250,000,000 represents what already has been appropriated; add $200,000,000 and it will make it $1,450,000,000. The difference would approximately be what I have already stated, the amount which the Government must appropriate. This additional sum of $636,000,000 will practically have to be charged off as a war cost.

There may be those who will say that this is an expensive experiment. So it is. And yet it is worth the price, because without the railroads during the war transportation would have failed and we would not have been able to supply our soldiers fighting abroad. So that the war cost that we must charge off, $636,000,000, is what we pay for the railroads' part in winning the war."

Discussing the machinery to settle labor disputes, Mr. Esch said:

"There is nothing in the conference bill of an anti-strike or compulsory character. The only thing that can be done by the railway labor board is to subpœna witnesses in order to make a thorough investigation. We provide for a voluntary creation of adjustment boards either by a single road or by a group of roads, by a single railroad employees' organization, or by a group of railroad employees' organizations, and these adjustment boards shall have jurisdiction over disputes and other matters of discipline, but not as to matters of wages.

Up to Public Opinion.

"The matter of wages is left to the railroad labor board, and this board can take jurisdiction of all appeals from adjustment boards and determine them, and its decisions, so far as the machinery goes, are to be final. There is nothing in the bill regarding the compulsory putting into effect of the awards of this railway labor board. It relies for its effect upon the force of public opinion, and public opinion in this country is more effective than the acts of legislatures and more effective than the decrees of courts.

"Public opinion, once directed, as it will be by the decisions of this railway labor board, will result in the adjustment of difficulties or will discourage the initiation of such difficulties.

"We believe that in this bill we have presented a fair and just method of adjusting and settling labor disputes. Even a portion of labor is in favor of the plan.

"We must pass this legislation or there will be no legislation the first day of March."

Mr. Mondell said:

"We are about to determine whether or not as a party in this House of Representatives we are qualified to legislate along constructive lines. But the gentlemen on the other side cannot escape individual though they may attempt to escape party responsibility. No man on either side can vote against this conference report, praying at the same time that the report may be adopted—and get away with it. The American people—the American constituencies—will not be mocked or fooled in matters of this importance."

"By irrevocable Presidential proclamation the roads will be returned to their owners and private management when the hour of midnight strikes the last day of this month, and the question before us is, Shall they return under legislation that will make possible the successful operation of the roads and the furnishing of adequate transportation facilities to the people, or shall they be returned under circumstances certain to create chaos, produce confusion and bring nationwide disaster.

Duty to Vote for Report.

"No man can afford to vote against this conference report except the man, if any such there be, who is so enamored of public ownership that he is willing to invite nationwide distress and disaster beginning March 1, in the vain hope that out of the wreck will come Government ownership. Every other member of this Congress, no matter what his views on details of legislation, is honor bound to vote for the conference report. In no other way can we perform our duty to the American people, who will accept no quibbling and hair-splitting excuses for our failure to stand firm in this moment when sound, constructive policies are in the balance.

Representative Carss (Minn.), urged that the conference report be recommitted and the Anderson amendment reinstated, or the entire labor provision be ripped out and thrown into the waste basket.

"The brotherhood men" he declared, "wish to voice their protest against some features of this bill which they deem detrimental to their interests. The railway board of appeals created in this bill can reach down and prevent any mutual agreement reached by the employers and employees, however reasonable such agreement might be."

Representative Sanders (Ind.) attacked labor's stand and said: "It makes no difference if some men who claim to be labor leaders have said there must be Government ownership, and threaten what they will do to us if we don't give it to them." He continued:

"The time has come when the rights of the 110,000,000 people of the country must be put above those of any class."

Attacks United States Guaranty.

The conference Thursday night between representatives of labor with some members of the House was characterized by the Indiana member as "a last ditch effort of all the forces opposed to this bill to join together to defeat it and cause chaos in the country, which might make it possible for them to put over Government ownership."

Representative Sims, one of the two dissenting Democratic conferees, attacked the 5½ per cent. rate-making provision of the bill as fixing "a minimum wage for the investing dollar."

He characterized this section of the bill as "new fangled, socialistic, communistic, capitalistic and nationalistic legislation." While it fixes a minimum wage for Wall street, he continued, it makes no such concessions to labor or others than the capitalistic class.

Though the 5½ per cent. net return is guaranteed for only two years, he pointed out, the Interstate Commerce Commission after that period can fix it at 7 or 8 per cent., "and that probably will be done."

The continuation of the standard rental for six months, in Mr. Sims's opinion, is a subsidy. In addition, he declared, the bill provides for Government loans, through funding and otherwise of more than a billion dollars.

Moreover, he charged, it provides for increased earnings for the roads, "whether they need it or not, and by so doing will increase the cost to the consumer of nearly every article he buys."

Mr. Sims urged rejection of the labor provisions because "they absolutely invite, encourage and will bring about strikes." If any labor legislation is to be written, he thought, it "should have some persuasive power against strikes."

The Senate, he asserted, "would yield in five minutes" if the House should insist on the elimination of the rate making section.

REVEALS MERITS OF RAILROAD BILL

Senator Pomerene Tells How It Will Benefit All.

Atlee Pomerene, United States Senator from Ohio, told the Traffic Club of New York at its annual dinner in the Waldorf-Astoria last night, just how the new railroad legislation was expected to function and what benefits the restored railroad, the shippers, labor and the general public might expect from such legislation.

He predicted that the Senate will approve the conference report this week and then went into the bill, almost clause by clause, stanchly defending every provision. He declared that the most important feature of the proposed legislation was its utter fairness in the matter of rates and profit disposal to all roads, large and small

He reviewed the anti-strike provisions of the bill and held forth at great detail about the compulsory arbitration proposals. He characterized as "not good Americans" those labor leaders who said that should the anti-strike legislation be passed they would refuse to obey it and refuse to ask their followers to obey it.

He concluded:

"It is to be hoped that these very mild provisions may be accepted by both railroads and employees in the adjustment of present and future differences. If they are not accepted, of this much I am perfectly clear, there never will be more than one nation-wide railroad strike. Let one such strike occur and the force of public opinion will compel the Congress of the United States to adopt some plan whereby disputes and transportation will be required to be submitted to governmental tribunals and substantial interference with the commerce of the country will be inhibited by proper penalties. The supreme power in this country is the Government, and its authority will not be suspended or set for naught at the behest of any man or class of men, no matter who they may be."

RAILROAD MEN IN PROTEST.

Call at White House to Present Letter Opposing Bill.

WASHINGTON, Feb. 21.—Representatives of the railroad brotherhoods who conferred with President Wilson recently on wage demands called at the White House to-day to present a memorial to the President protesting against the passage of the railroad bill and stating that the labor provisions are wholly unacceptable to the railroad workers.

Accompanying the letter to the President, was the memorial which the railroad men recently sent to members of Congress. The President was asked to give his careful consideration.

"In our analysis of the labor provisions of the act," the letter said, "we have set forth reasons, coupled with our years of practical application and experience in negotiating wage adjustments, which to us seem sufficient to warrant the definite conclusion that the Congress has not proposed a method of procedure acceptable at any time and entirely inadequate to meet the present situation.

NEEDS $75,000,000 FOR SHIP REFITTING

Chairman Payne to Ask Sum if U. S. Is to Keep German Vessels.

MARINE POLICY AWAITED

Senate Committee Reports Bill Prohibiting Disposal of the Carriers.

WASHINGTON, Feb. 21.—Congress will have to appropriate funds for reconditioning the thirty seized German steamships, Chairman Payne of the Shipping Board said to-day, if the controversy which has arisen over the proposed sale of the vessels results in legislation requiring their repair and operation by the Government.

Mr. Payne estimated that $75,000,000 would be needed to refit the vessels, which have been in transport service.

Senator Jones (Wash.), chairman of the Senate Commerce Committee, reported favorably to-day the bill prohibiting sale of the ships until Congress had adopted permanent merchant marine legislation.

"These ships are urgently needed in our foreign business," the committee report said.

Consideration of the bill will be asked next week, Senator Jones announced, after the Senators have had time to study the suggested international agreement regarding German shipping sent to the Senate yesterday by President Wilson.

In estimating that reconditioning of the passenger steamships would cost $75,000,000, officials of the Shipping Board said that sum would not be available from the board's funds because the 1920 estimate of $165,000,000 submitted to the House Appropriations Committee was withdrawn at the request of the chairman. As the final estimate of the board's financial requirements for the coming year did not include the possibility of refitting the German steamships the expense would have to be met by Congress, it was said.

Confidence that the Shipping Board will be permitted ultimately to dispose of the craft was expressed by officials. An early appeal on the temporary injunction granted William Randolph Hearst prohibiting the sale is expected to result in a lifting of the legal ban and careful Congressional investigation will result in approval of the board's plans, they believe.

The District Supreme Court announced that Mr. Hearst would be required to give $10,000 bond to safeguard the Shipping Board from loss while the question is pending.

Awards totalling $1,732,388 for nine vessels requisitioned while under construction in American yards during the war were recommended to-day by a committee of the Shipping Board.

Of this sum $1,063,090 would go to the Barber Steamship Company of New York for two vessels, $177,230 to the Brooks-Scanlon Company of Minnesota for one ship, $383,000 to the Luckenbach Steamship Company of New York for four ships and $109,068 to the Ocean Steamship Company of Georgia for two ships.

The valuation of the claims, it was stated, was reached on the basis of the value of the materials on August 3, 1917, when they were requisitioned, plus 10 per cent. for increased value and an arbitrary allowance for indirect expenses.

One of the Barber company's claims was for the steamship Onega, which was under charter to the French Government when sunk by an enemy submarine.

MARSHALL TELLS DUTY OF AMERICANS

Vice-President Says Foreigners Here Think Too Much of "Opportunity."

URGES MAKING OF HOMES

Points to Ideals of Pilgrims in Speech to Sulgrave Institution.

America has been too much advertised as the land of opportunity and too little known as a land of institutions, Vice-President Thomas R. Marshall declared in addressing the dinner in celebration of Washington's anniversary held at the Hotel Astor last night under the auspices of the Sulgrave Institution, otherwise known as the George Washington Manor House Association.

After sketching the struggles of the Pilgrim fathers for a spiritual ideal and not a commercial one, Vice-President Marshall said:

"In these later days when countless thousands, unacquainted with our language, disregardful of our institutions, and thoughtful only of our opportunities, have been permitted to come to these shores, one lesson of the Pilgrim fathers is worthy of being stamped upon the heart of every liberty-loving American, and of becoming a vital principle in the life of each of us.

"The Pilgrims came to Plymouth to worship God and to make homes, determined never to return to Europe. They were willing to prosper if it were God's decree, but above all they came, as Bradford put it, 'to live a distinct body by themselves,' or as Robinson put it, 'to become a body politic.'

"Worship God Is First Duty."

"In these troublous times, when freedom of speech is being used for the purpose of forcibly undermining the Government of the United States, it is well to remember that the Government of the fathers is unfit to survive if it is powerless to prevent unlawful assaults upon its authority.

"Whatever you may think about it, I hold that the first duty of an American is to worship God—not my conception of what God is, nor your conception—but God in the large and generic sense of a great first cause, a mighty ruler of the uncharted universe. Beyond that each of us has the right to clothe divinity in such garments as suit our own judgments and consciences.

"The second duty of an American is to make a home—and that's an all important thing. Men do not grow enthusiastic over boarding houses nor over restaurants. Dispense with as many things as you will in modern life, you have lost naught if you have retained a spot that you leave with regret at break of day and toward which the eyes of your heart turn at every waking and absent moment.

"So those who come here not intending to make permanent homes but expecting to return should not be received. This land should be loved no longer for its opportunities alone; it should be loved for its institutions as well. Newcomers should be made to learn our language, that they may understand our institutions. If atheists, homeless wanderers and fortune seekers had been kept without our doors one of the great lessons of the Puritans would have been learned and American institutions would now be backed up by citizenship more cohesive than ours."

Deplores History's Falsities.

Alton B. Parker, chancellor of the Sulgrave Institution, presided. Mr. Marshall and the other speakers were W. H. de Beaufort, counsellor of the Netherlands Legation, representing the Minister of Holland, and Ronald C. Lindsay, counsellor to the British Embassy and Charge d'Affaires, who deplored the intentional misrepresentations and falsities of history.

"It is an unfortunate thing for Anglo-American relations that many of the important and dramatic incidents in your history are those in which you came into collision with my own country," he said. "Of course, to make history attractive to schools it is necessary to use high colors. The enemy must be a scoundrel and his defeat both bloody and complete. The rising generations accordingly grow up with some undesirable prejudices."

The dinner was given in honor of the speakers and ended an all day programme of the institution, beginning with services at noon in St. Paul's Chapel and a luncheon in the parish house.

HOME RULE BILL IS DELAYED ONCE MORE

May Be Presented To-morrow or Tuesday.

LONDON, Feb. 21.—The Government is undecided as to the exact date on which the Irish Home Rule bill will be introduced in the House of Commons. It had been hoped to introduce it at yesterday's session of the Commons, but its presentation is now expected to take place on Monday or Tuesday.

DUBLIN, Feb. 21.—The *Freeman's Journal* publishes the new martial law regulation under a heavy mourning border. It does the same with its leading article condemning the severity of the order.

The *Irish Times* approves the regulation as necessary for police protection, saying that Dublin is reverting to the conditions that followed the Easter rising.

URGES AID FOR AVIATION.

Paris Paper Says Britain and U. S. Keep Big Fleet.

PARIS, Feb. 21.—Pleas that "something be done for French aviation," which is described to be in a "state of paralysis," are made by the newspaper *Liberte*, which asserts the "next war" will be won or lost through the state of efficiency attained by air forces in peace times.

Great Britain has appropriated £15,000,000 for its air service, £2,000,000 being for civil aviation, the newspaper states, while the United States, Rumania and Japan have made preparations to maintain their air fleets in a good state of efficiency.

Bandits Get $12,557 Payroll.

DES MOINES, Ia., Feb. 21.—Four bandits in an automobile held up the offices of the Saylor coal mine at Carney, north of this city, shortly before noon to-day and escaped with $12,557, the payroll of the mine.

Troops Charge Naples Strikers.

NAPLES, Feb. 21.—Police and cavalry were obliged to charge strikers who organized a demonstration here yesterday. Several soldiers, policemen and strikers were wounded.

SAYS LITHUANIA NOW IS LAND OF PLENTY

Col. Lazdynas Here to Enlist Professional Aid in Work of Reconstruction.

NEEDS NO FINANCIAL AID

Polish Officer to Buy Supplies Also Among Passengers on Liner Lafayette.

Col. Vladas Lazdynas of the general staff of the Lithuanian army, arrived in New York yesterday on the French liner Lafayette, and before he disembarked put his own country in a class by itself. He said his country was rich in food and money, and required no financial aid from the United States.

Lithuania is getting along quite satisfactorily. She was, of course, ravaged by the war, and many of her cities were destroyed by the Germans, said Col. Lazdynas, who is here to collect an army of professional men to aid the work of reconstruction.

"Builders who can undertake the rebuilding of cities entirely destroyed when the Germans occupied Lithuania; dock constructors who will direct the building of big piers in the city of Kaunas, on the River Niemen; sanitary engineers and professors of education who will assist us in the newly established Lithuanian University at Vilna, are among the men I seek," the colonel said.

"The country is prosperous. We have plenty of money and food and are rich in agricultural resources. We are not asking financial help from the United States in any way We must have railroad material and builders, and if there are any of my former countrymen here who can fit into the job I shall be glad to take them back with me."

Col. Lazdynas said that Lithuania is an armed camp, all citizens bearing weapons for the defence of the country against adjoining states. The size of the Lithuanian army officially is between 50,000 and 60,000, and her population is 7,000,000. The Colonel said he did not come here to beg, borrow or buy military supplies. The Lithuanians got all they could use when Gen. Bermond Avaloff led an expedition of 19,000 Germans into the country and failed dismally to repeat the great victory over the Belgians. Instead the general capitulated and the Lithuanians took the whole equipment of the expedition, including 300 airplanes, 400 large cannon and 2,000 machine guns.

Lieut. Thadee Skarzinski of the Polish army also arrived on the Lafayette to buy supplies for Poland. He wears a monocle and did not converse with the Lithuanian.

According to another passenger, Mrs. Bertram Unger, wife of a banker of 270 Riverside Drive, Rumania and Czecho-Slovakia are in good condition, but in Budapest, Hungary and Vienna thousands of persons are starving.

Others among the 630 voyagers from Havre were Mrs. Anne Marie Asher of Nantes, wife of an American Army officer; Enko Li, a Chinese Y. M. C. A. secretary, who served among the Chinese laborers in France, and the Rev. Father Etienne Galtier of the Church of the Blessed Sacrament, New York, who won the Croix de Guerre for his hospital work and other services with the Twenty-seventh Division, New York National Guard troops.

BRITISH WILL OPEN BIG FAIR TO-MORROW

Trade Boomers Will Gather in Three Large Cities.

Special Cable Despatch to THE SUN AND NEW YORK HERALD. *Copyright, 1920, by* THE SUN AND NEW YORK HERALD.

LONDON, Feb. 21.—What is expected to be the greatest industrial fair ever held in Europe will open simultaneously in London, Birmingham and Glasgow on Monday. It will be under the auspices of the Board of Trade. The purpose is to promote the sale of British goods at home and abroad.

The first British industrial fair was held in 1915, but at that time many industrial plants were busy making munitions and consequently were unable to participate in it. This year, however, the situation is vastly different, as almost every factory has returned to peacetime production and therefore will have exhibits.

The London section of the fair is to be held in the Crystal Palace, the largest exhibition building in the world. Every line of goods manufactured in Great Britain will be shown. Invitations have been issued to 50,000 foreigners and 100,000 Britons. It will not close until March 5.

Every known publicity method is being used to get buyers and sellers together at this fair. There will be interpreters, special show rooms, information bureaus and the names of British manufacturers of goods of every description.

Miss Helen S. Hay, Nurse, Honored

WASHINGTON, Feb. 21.—Appointment of Miss Helen Scott Hay of Savanna, Ill., formerly chief nurse of the Red Cross Commission to the Balkans, to be chief nurse of the American Red Cross commission to Europe was announced to-day.

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