

HENRY PROMISES TO ASSURE WATERWAYS

Railroad Chief Sets Forth His Views Fully for Senator Fletcher.

WOULD ADJUST RATES

Tells of Work Accomplished; Sees Best Chance With Federal Control.

Special Despatch to THE SUN.

WASHINGTON, April 13.—Director-General Lines is in favor of development of traffic on the waterways of the country as an integral part of the national transportation system.

His position with respect to development of the waterways is fully set forth in a communication answering questions put to him by Senator Fletcher.

"(1) You ask as to the policy of the Railway Administration in the utilization of interior waterways for water transportation.

"It is my conviction that water transportation lines, at least such as are financially and physically equipped to handle the traffic, should be operated and to effect transfer of traffic on an economically sound basis, should be coordinated and correlated with the transportation system of the country.

"This necessarily implies that there should be no obstructions to an interchange of traffic between rail and water on terms substantially equal to those between rail carriers and that through billing and through bills of lading should be adopted under such conditions between the rail and water carriers.

"Each waterway and the service thereon presents a different problem; on some waterways there is no responsible organized transportation with which the water lines can be coordinated.

"On others, including the present Government project, joint through rates and billing have been or are in the process of being arranged to and from points which are reasonably tributary to the water lines.

"My information is that independent companies propose to use the season of 1919 and the Railroad Administration therefore does not contemplate placing any equipment on the canal, but will maintain the canal, operate the locks and locks and locks and locks.

"The attitude of the Railroad Administration with respect to the relation between water and rail competitive rates is that the rate on water should be related to each other proportionate to the cost and desirability of the service by the respective routes and methods of transportation.

"We have, however, to deal with an existing rate structure which in most cases many years ago was based on a general relationship between rates and to which irrespective of whether the rate structure is altogether sound or not the commercial and manufacturing interests have largely adjusted themselves.

"Furthermore a change in the relationship between any two rates necessarily changes the relation of one or both of the rates to all other rates in the country and the business of the country transacted at each business center is so interwoven with that transacted at other centers that a change in rate relationship may be widespread and seriously affect the interests of communities not at all directly interested.

"The Atlantic coast arrangements have been made for putting in rates via water and rail which will enable the water lines to participate in the traffic on a fair basis of competition with rail.

"On the great lakes the established common carrier water lines are operating under differential rate basis approved by the Interstate Commerce Commission.

"Along the Pacific coast arrangements have been made for putting in rates via water and rail which will enable the water lines to participate in the traffic on a fair basis of competition with rail.

"If the rail carriers are to go back to private control, the Government will sell its interest in the boat equipment already provided and used on inland waterways to private interests there is grave danger that old conditions will be restored, with the likely result that there will be no proper development of inland waterways.

"Taking for granted that the rail carriers are to go back to private control the question remains as to whether the situation would be better for the water equipment to be placed under the control of some other governmental agency at the time the Railroad Administration is disbanded.

"My present view is that this should be done at least through an adequate public interest, with the view of the public interest in the beginning already made in demonstrating the utility of our inland waterways.

REALTY MARKET NEWS AND COMMENT

Mrs. Seth Thomas Disposes of Residence at Fifth Avenue and 88th Street.

OTHER DWELLINGS SOLD

Bronx Apartment Row, Held at \$400,000, Figures in Resale Transaction.

With the increasing demand for living space deals involving residential properties are becoming more and more frequent.

"The twenty self-propelled barges which are also to act as towboats are expected to be delivered in August and September.

"You ask what steps have been taken or are in contemplation for the utilization of the waterways upon which these boats heretofore authorized have been operated.

"You will see from what is stated above that in all of the three principal divisions of the railroad administration of the inland waterways.

"On the New York State Barge Canal during the season of 1918 the Railroad Administration operated five tug and three towboats.

"The equipment under contract can be completed it is expected that the use of leased equipment will be altogether discontinued.

"You also ask for some details arising from the operation of the privately owned Federal tug and towboat fleet also of the Chesapeake and Ohio Canal.

"The Delaware and Raritan Canal came under Federal control as a part of the Federal Government project.

"The Pennsylvania Railroad Company operated no boats on the canal except for the purpose of collecting tolls.

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JOHN F. RYAN HOME AT SUFFERN SOLD

John F. Ryan home at Suffern, N. Y., has been purchased by District Attorney Swann of New York City.

OTHER SALES IN MANHATTAN

WEST 14TH STREET—Pease & Elliman sold for the Brooklyn Trust Company 120 West Seventy-fourth street, a four story dwelling, 25x100, to a client for occupancy.

DELANEY—The late James H. Crullack, who died two years ago, gave rise to a sensational conspiracy investigation.

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LIVE WOOLLEN'S PRICES

Withdrawal of Lines One Indication of Coming Piece Goods Scarcity.

Developments in the local woolen piece goods market give evidence of a scarcity of merchandise, and there are indications, close observers of the situation say, that within a comparatively short time there will be a struggle for possession of whatever the trade has to offer in the way of materials.

There has been a continuation of the disposition of mills to withdraw lines from sale and to advance prices.

Will Determine Suit Colors.

To determine the most suitable shades for silk walets for next season, the United Walet League of America has inaugurated a new method of procedure.

Seeks Standard Silk Skein.

In line with its efforts to encourage Canton reeling in its first step, the Silk Association of America has enlisted the support of Syndicat des Marchands de Soies and Condition Publique des Soies.

Effects of Luxury Tax Felt.

Effects of the new Federal luxury tax of 10 per cent. are being felt by many of the manufacturing furriers here who report that buyers are reduced to a minimum.

Wool Sales in Philadelphia.

PHILADELPHIA, April 13.—The four day auction of Government-owned wools will start here tomorrow with an offering of 3,600,000 pounds of greasy carpet wool and 1,300,000 pounds of scoured carpet wool.

Will Discuss Selling Policies.

CHICAGO, April 13.—To discuss the market situation and the selling policies of wholesalers for 1919, the National Wholesale Dry Goods Association will hold a special meeting in the La Salle Hotel here tomorrow.

Business Troubles

Petitions in Bankruptcy.

MANHATTAN.

RECEIVER IN BANKRUPTCY.

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Broad Silk Men Plan to End Cancellations

The Silk Association of America has under consideration a plan for broad silk manufacturers to unite in opposing cancellations and kindred abuses in the trade.

PHILADELPHIA—LIVERPOOL

NEW YORK TO LIVERPOOL

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INTERNATIONAL MERCANTILE MARINE LINES

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