

6 MILLIONS TAX CUT PROPOSED

Drastic Legislative Program Conceived for Farmers and Workers.

WASHINGTON, April 15.—The People's Reconstruction League today announced a legislative program designed to save the "worker taxpayers" \$6,000,000 a year. This will mean a per capita tax saving of \$37 a year for many years to come, league leaders said.

The purpose to do it in the following manner:

1. Government operation of the railroad with the resulting decrease in cost of \$1,500,000,000.

2. A high and rapidly progressive tax on incomes, estates and excess profits and a Federal tax on all land and other natural resources speculatively held. This will lighten the burden of the worker by \$3,000,000,000, it was held.

3. Control of the meat packing industry affecting a saving of \$300,000,000.

4. Government control of natural resources, such as coal, iron, copper, timber, lands, gas, water power and others, with a saving of \$750,000,000.

5. Changes in the Federal Reserve Bank act, chief among them being a short time rural credit system for farmers to reduce the cost of production and thus reduce prices to the consumer. This, it is held, will save the workers \$500,000,000.

6. Defeat of the discussed universal military training plans. Enactment of universal training legislation would cost the workers scores of millions of dollars, league leaders said.

Herbert F. Baker, president of the league and of the Farmers' National Congress, said fully 2,500,000 farmers and natural workers in all branches of industry, commerce and transportation are represented in the league.

NEW RATE IN EFFECT SUNDAY AT MIDNIGHT

(Continued From Page One.)

able to accept an estimate of 15 per cent cash passengers and the proposal of a 6-cent fare with twenty tickets for \$1.15, instead of only 15 per cent paying cash. It should be proven that 25 per cent of the revenue passengers would be cash patrons, then the need for further relief would not be proven.

"On the other hand, if it should be proven that only 10 per cent pay cash, it might prove to be necessary to find other revenue of relief in addition to that proposed by petitioner.

THREE TAKE THE ONLY WAY TO FIND OUT.

"There is only one way in which exact data can be had and that can be obtained very quickly by putting into effect the 6-cent cash fare with twenty tickets for \$1.15. The 1-cent charge for transfers. Within a period of thirty days the commission will have actual, rather than estimated, figures for its guidance. The thirty-day period would not be of such small magnitude as to affect adversely the financial future of the company. The commission, having disposed of other issues in this order, is of the opinion that at the expiration of said period hearings should be limited practically to a showing of operations as to percentage of the application of said fares, and that therefore the petitioner would not be subjected to delay.

"The commission is further of the opinion, however, that if before the expiration of the thirty days it should be demonstrated beyond any doubt that the realization from cash fares would be so small as to make the operation of said fare non-effective as an emergency relief, the commission may, on its own initiative, proceed to make such modifications as are necessary.

"The commission is loath at this time to grant the prayer of an additional cent transfer charge. A 1 cent charge for transfers, which has the effect of increasing the fare to 7 cents, is a basic fare, is amply justified on the ground that only a small percentage of the passengers would have to pay it, and that theoretically there is an increase in service. However, this limitation has been reached, there arises questions of inequalities which cause the commission to ascertain definitely the need of relief further than the introduction of the 6-cent fare with twenty tickets for \$1.15.

FINDS EMERGENCY NOT COMPANY'S FAULT.

In a list of findings the commission states that it finds an emergency exists through no fault of the company but because of increased taxes, increased freight rates on coal and the operation of a greater number of cars to give better service.

The commissioners review in their order the list of taxes to be paid by the company. The taxes in 1920 amounted to \$463,852.17 and the estimated taxes for 1921 total \$591,152.43. These figures are estimated on a tax rate of \$2.40 on each \$100 of taxable property for each year. Of these totals the taxes paid to the State, city, county and township amount to \$24,820.30 in 1920 and \$34,940.00 in 1921. In this connection the commissioners express the opinion that the local tax estimate is somewhat excessive.

In addition to taxes the commission lists fixed charges amounting to \$100,000, divided in dividends of \$300,000; interest of \$633,004.90, and payments of principal, \$152,000.

DISAGREES WITH ASHBY'S DIVIDEND OPINION.

In this connection the commissioners recall the contention of Samuel Ashby, corporation counsel for the city of Indianapolis, that the company should not be permitted to pay dividends. The commissioners have this to say on the point:

"The commission can not agree with counsel that dividends are to be eliminated. The commission is clear in its opinion that credit can not be maintained by defaulting on or repudiating obligations. It is equally convinced that under its financial reorganization of the property in which \$6,180,000, or approximately 30 per cent of the securities were voluntarily retired, with fixed charges further reduced by elimination for the time of sinking fund demands, the Indianapolis Street Railway preferred stock represents an equity.

"It is axiomatic that a corporation served have the right to demand the lowest fare possible that will cover the cost of rendering the service, and this is particularly pertinent to the consideration of this matter which involves departure from contractual obligations. But there is also an equal obligation that is present in a consideration of maintaining the credit of an institution which is the real emergency issue in this instance. That is, that the public, in times of an emergency, have in right the use of said property except by the payment of rates which will afford the company revenue to meet its legitimate financial obligations, provided they are reasonable and contracted in and for performance of public service, and when said financial obligations fall within a reasonable return on the value of the property placed to said public service.

PUBLIC DEMANDS CALL FOR CAPITAL.

"The real issue here, so far as the question of dividends is concerned, is the effect of payment or non-payment on credit and public welfare. If the dividends on this stock be within a 7 per cent return on the value of the property, its credit would not be maintained by denial of its claim. Both the city and the commission are unfavorably impressed by the high cost of generating electrical energy at the West Washington street power plant. The city very correctly is demanding new power arrangements which will result in economies and service efficiencies and that will favorably affect fares. It also is demanding extensions of lines to keep pace with the city's growth, and better cars, improved street and service conditions. All of these public demands, if not met, will result in a call for capital, and a great deal of it.

"The commission would again point to the existing hard fact that must be faced by the public if it would be served, that capital is now the most sought commodity in the world. Even nations are bidding almost frantically for it with unprecedented interest rates. Will it be attracted

by the call of the community which defaults on legitimate obligations? Will it not fail to meet financial obligations defeat the whole intent of the emergency relief, viz., the first requirement set forth by the corporation counsel of the city in his December brief: " * * * to enable the utility to serve the public?"

"Corporation counsel, in presentation of excerpts from the order of the commission authorizing the consolidation of the Indianapolis Traction and Terminal and the Indianapolis Street Railway, certainly obtains an altogether different interpretation of its intent and provisions than that which the commission is able to obtain, or that it intended or provided for in the interpretation which the corporation counsel obtains was the intent of the commission, the order would not have been one for improvement of the situation, but one of killing all birds with the same stone.

"This, of course, was just contrary to the intent of the commission, which was (1), to get rid of \$6,180,000 of excess capitalization; (2), to get the company down to a capitalization which would be carried legitimately by a 7 per cent return on the value of the property; (3), to relieve it of obligations of an inactive sinking fund and divert the interest going into said fund to improvement of the service and condition of the property; (4), to lay rather than to shatter substantial bases of credit."

DEFENDS COMPANY.

"The commissioners also defended the stand of the car company in failing to charge to capital expenditures the cost of certain improvements and betterment of the system. The commission contends that if there is a question of the valuation of property so added this should come before the commission after the emergency period when a valuation can be made under normal conditions.

In discussing operating revenues the commission declares the first three months of 1921 did not meet predictions of a large decrease in the number of passengers carried. It quotes figures showing incomes and declares that "considering the fact that in 1920, which was a lean year, there was one more day in this quarter, the commission can reach no other conclusion than that traffic in the first quarter of 1921 maintained the 1920 record."

The commissioners say they fail to agree with the company on anticipated increased costs of coal and power and declare that they believe it is almost time to eliminate 1920 coal costs from the 1921 record. On the other hand, the commissioners state:

"The commission is impressed with those parts of the evidence which show that while there is a readjustment downward of general commodity prices, that far petitioner has not shared to any appreciable extent in such readjustments. In calculating operating costs the commissioners point out that taxes consume practically 7 mills of every fare collected.

SUGGESTS READJUSTMENT OF TAX VALUATIONS.

In taking up again the matter of taxes the commissioners express the opinion that the car company has been lax in the matter of its tax assessments and suggests that it take up with the proper authorities the question of a readjustment of valuations. The present valuation of the company for taxation is \$18,005,570, while \$15,000,000 has been taken as a basis for rate adjustments. The commissioners declare it should not be the policy of the State to calculate utility rates on one basis and taxes on utility property on another.

The commissioners take the attitude that the ordering of a skipstop system, which was considered for a time, would not result in sufficient saving to justify such an order. In this connection the commissioners say:

"At the hearing in this cause the commission availed itself of the opportunity to make a study of the question of frequent stoppings of cars by the adoption of the so-called 'skipstop' system. It is the opinion of the commission that such a measure, if adopted, would be a relief measure. President of petitioner testified that there would be a saving of \$100,000. On request that he make a more careful summary of what the saving would be, he filed the same as an exhibit.

TO WHAT EXTENT SAVING?

"The estimated saving is \$4,621.28 per year, which in a five and one-half mill dollar business is not to be looked upon as being considerable. If the skipstop resulted in a saving that would make other charges unnecessary the commission would be strongly inclined to put it into effect as an emergency measure.

"It is a fact that although the skipstop was in effect in Indianapolis during the war period for a limited time, it never gained the popularity that it would seem to merit for those who travel a considerable distance and to whom the number of stoppings means the lessening of time necessary to reach their homes and places of employment.

Section 110 of the public service commission act places such matters as operating questions, ordinarily in the municipal jurisdiction and the commission is strongly of the opinion that preliminary to the final solution of the street car situation in Indianapolis, which will come with the return to normalcy, the matter of the skip-stop should be carefully considered, not only from the viewpoint of maintaining the lowest fares possible, but in the matter of saving time of patrons.

"This service question becomes the more pertinent as the city extends its street car travel boundaries. On a seven or eight-mile trip the skip-stop will decrease the travel time of patrons five, six or seven and in some instances, more minutes.

"In such consideration, attention should be directed to the fact that it would probably be inequitable and unscientific to accept the city block as the measure of distance for skip-stops. City blocks are of various lengths, some 200 feet long, some 400 feet and some 600 feet; and skip-stopping regardless of block lengths would not produce the effects desired."

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URGES BAR ON IMMIGRATION

Seventh District Club Federation Takes Stand at Meeting Here.

Following a talk by Dr. Virgil Rorer on "Immigration," the Seventh District Federation of Women's Clubs, at its meeting today in the Odd Fellow building, passed the following resolution:

"Resolved, That the Seventh District of Indiana Federation of Clubs, stands for standards of immigration which are concerned with the future citizenship of the republic, and further that the federation stands for a new law fixing the numbers of immigrants to be admitted for a year, accepting only those essential to our well being and that judicious methods be adopted to assimilate and incorporate the alien into the life of the Nation.

"Resolved, That the federation deeply deprecates the publication of 300 foreign language papers in the United States and urges legislation looking into the publication of such papers."

The committee drawing up the resolutions included Mrs. Felix T. McWhirter, Mrs. Henry W. Beck, Mrs. Winifred Scott Johnson, Mrs. Julia Henderson and Mrs. H. B. Burnett.

Dr. Rorer, who has lately come to the city from Philadelphia, congratulated the women upon their city's foreign population record, Indianapolis ranking as the most typical American city, having only a 4 per cent foreign population. He deplored the fact that foreigners are allowed to become Americans without being able to read or speak the English language, that foreign language papers are allowed in circulation, and that there are 115,000 adults in the United States who can neither read nor write. He advocated most forcibly a new immigration law, mentioning five outstanding points: Acceptance of only those essential to the well-being of the country; making scientific selection; limiting number per year; keeping foreigners from locating in slummy localities where needed, and wise plans for Americanizing them.

At the close of the program a business meeting was conducted by Mrs. John Downing Johnson. A committee including Mrs. Harry Chapman, Mrs. J. F. Edwards and Mrs. Melville Moon was appointed to look after a memorial letter for year; keeping foreigners from locating in slummy localities where needed, and wise plans for Americanizing them.

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TRI KAPPAS OF STATE GATHER FOR SESSIONS

MRS. WILLIAMS.

Among local women who are active in the convention of the Tri Kappa Sorority being held at the Claypool Hotel today and tomorrow are Mrs. Will Adams, president, and Mrs. B. H. Urbahn, vice president, of the Indianapolis Alumnae Club.

Tri Kappas from the various towns over the State have come for the events, registering this morning in the Moorish room of the Claypool. The first business session opened at 1:30 o'clock this afternoon. The convention will be held in the Moorish room of the Claypool. The first business session opened at 1:30 o'clock this afternoon. The convention will be held in the Moorish room of the Claypool.

The evening formal dinner of the convention will be held in the Moorish room to be followed by a dance. Miss Kathryn Tyndall is in charge of the dinner program which will include a "quest" by the Covington chapter, musical numbers by Miss Marie Whistler of Bluffton, Mrs. Edith Williams of East Chicago, and a "rainbow dance" by the Peru chapter.

Tomorrow the business session will be continued, opening at 8:30 o'clock, with election and installation of officers concluding the events in the afternoon.

A luncheon at noon will be the social feature of tomorrow's program when the sixty-nine delegates, grand officers province officers and chairmen of the standing committees will be entertained at the Claypool.

The case against her charging a statutory offense was taken under advisement by Judge Pritchard until the afternoon of April 22. A \$1,500 cash bond was filed with the city clerk for Miss O'Brien by A. F. Champion, giving his address as the Morton Hotel.

The case of Clarence E. McHaffey, 23, a traveling salesman of Chicago, charged with associating in connection with the same case was also continued to the same date. He will be held under \$100 bond. During the procedure McHaffey remarked, "If I was in New York I would come here to prosecute that woman."

Miss O'Brien and McHaffey were arrested Wednesday night by Patrolmen Barge and J. Johnson, after Miss O'Brien had attempted to flee in a taxicab. McHaffey told the police that he had arrived here at 6:20 Wednesday night and at 7 o'clock he met Miss O'Brien, after, it is alleged, she winked at a hotel. He stated that they went to the Hotel Severn, where they registered as "Mr. and Mrs. J. P. Morrison," and occupied room 910. While in the room McHaffey alleges Miss O'Brien robbed him of \$14. He said she drew a knife and left the room, and the next morning he reached the street she stabbed him in the left arm, severing an artery.

Pictures of the young woman, who the detectives believe is one of the most clever woman thieves, are being sent to Washington, D. C., by Leavenworth, Chicago and all of the detective bureaus throughout the Central West in an effort to identify her.

Warning! Unless you see the name "Bayer" on package or on tablets you are not getting genuine Aspirin. It is a fact that although the skipstop was in effect in Indianapolis during the war period for a limited time, it never gained the popularity that it would seem to merit for those who travel a considerable distance and to whom the number of stoppings means the lessening of time necessary to reach their homes and places of employment.

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