

6 BILLIONS 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" \$6,000,000,000 a year, or \$500 a year per capita tax saving of \$50 a year for many years to come, league leaders said.

The propose to do it in the following manner:

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

2. A high and rapidly progressive tax on income 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 \$200,000,000.

4. Government control of natural resources, such as coal, iron, copper, timber lands, gas, water, water 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 plan. 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 Council, said fully 2,500,000 farmers and organized 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 under the proposal of a 6-cent fare with twenty tickets for \$1. If, instead of only 15 per cent paying cash, it should be proven that 20 per cent of the revenue could be cash patron then the need for further relief would not be pressing.

"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 petitioners.

THE RATE IS 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 and continuing the 1-cent charge for transfers. Within a period of time the commissioners will have an actual, rather than opinion, evidence for its guidance. The thirty-day material would not be of much use, as material to affect the financial future of the company. The commission, having disposed of other issues in this order, is of the opinion that, in view of the fact of said period hearings should be limited practically to a showing of operations as to percentage of the application of said fare, and in sufficient saving to justify such an order. In this connection the commissioners say:

"The commission is further of the opinion, however, that if before the expiration of 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, as it is at present proposed, of the commission 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 1-cent transfer charge. A 1-cent charge for transfers, which has the effect of making it unnecessary to increase the fare, is simply justified on the ground that only small percentage of the passengers would have to pay a fare that otherwise all would have to pay. It is theoretically true that the realization from cash fares would be an extra service. However, when this condition has been reached, there arises questions of inequalities which cause the commission to ascertain definitely the need for further relief in view of the realization of the 6-cent fare with twenty tickets for \$1."

FINDS EMERGENCY NOT CRIMINAL FAULT

The list of findings of 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 \$42,552,17 and the estimated taxes for 1921 total \$49,152,43. These figures are estimated on a tax rate of \$2.00 on each \$100 of taxable property for each year. Of these totals the taxes paid to the State, city, county and township amount to \$34,820.30 in 1920 and \$47,981.36 in 1921. In this connection the commissioners express the opinion that the local tax situation is not that exact.

In addition to taxes the commission lists other charges amounting to \$1,085,600,50, 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 reject the contention of Samuel Ashby, corporation attorney for the city of Indianapolis, that the company should 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 dividends may not be maintained by default on or by repudiating legitimate obligations. It is equally convinced that under its financial reorganization 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 of the time of sinking fund demands, the Indianapolis and Railway preferred stock represents an equity."

"It is axiomatic that patrons served have the right to demand the lowest fare possible and will cover the cost of rendering the service and this is particularly pertinent to the consideration of this matter which involves departure from the obligation. But there is also an obligation that in this case 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 an emergency have no right to 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 are within a reasonable return on the value of the property placed to said public service.

PUBLIC DEMANDS

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

"The commission would again point to the fact that the power plant is owned 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 unpre-

dictable interest rates. Will it be attracted

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 Woman's Clubs, at its meeting today in the Odd Fellow building, passed the following resolution:

"Resolved, That the Seventh District Federation of Woman's Clubs stands for a stand of immigration which is consistent with the true 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 immigrants be made to assimilate and incorporate the alien into the life of the Nation.

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

Speakers included Mrs. Felix T. McWhirter, Mrs. Henry W. Beck, Mrs. Winfield 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 becoming more numerous in the United States, being able to read or speak the English language, that foreign language papers are allowed in circulation, and that there are 11,500,000 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; keeping foreigners from locating in slums locating them where needed, and wise plans for Americanizing them.

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 consideration. On the other hand, the commissioners state:

"The commission is impressed with those parts of the evidence which show that the company has been 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 \$18,065,570, or \$1,500,000 more than the assessed value.

In calculating operating costs the commissioners point out that taxes come practically 7 mills of every fare paid.

SUGGESTS READJUSTMENT OF TAX VALUATIONS.

In taking up again the matter of taxes the commissioners express the opinion that the car company has been 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 \$18,065,570, or \$1,500,000 more than the assessed value.

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 question the car company on the elimination of frequent stoppings of cars by the adoption of the so-called 'skipstop' system which would have any material effect as a relief measure. Presently the car company says that the system would not have any material effect on the fare, and estimated it at between \$50,000 and \$100,000. On request that he make a more careful summation, what the savings would be filed the same as an exhibit.

NOT ENOUGH SAVING.

The commission says saving is \$4,621,28 per year, which is in a five and one-half million-dollar business it is not to be looked upon as being considerable. If the skipstop were to be put in effect, the commissioners would be strongly inclined to put it into effect.

The fact is that, although the skipstop was in effect in Indianapolis during the war period for a limited time, that would seem to merit for those who travel a considerable distance and to whom the skipstop 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 question before the commission 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 reorganization of the street car system in Indianapolis, will be the elimination of the skipstop.

The case of Clarence E. Methaffey, 23, a traveling salesman of Chicago, charged with associating in connection with the same. Case was also continued to the next date. It will be held under \$1,500 cash bond was set with the city clerk or Miss O'Brien by A. E. Chapman giving his address as the Morton Hotel.

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