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FOREWORD

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Early in 1939 the Committee on Debate Materials and Interstate Cooperation of the National University Extension Association announced that the following subject had been selected for debate in high school forensic leagues throughout the United States during the school year 1939-1940: "Resolved, That the Federal Government should own and operate the railroads."

Since this announcement was made, individual railroads and this Association have received numerous requests from debate coaches, teachers, students and librarians for data which would be helpful in debating the negative side of the subject.

In response to this demand, the material contained in this book, including many quotations from addresses and writings of public officials, editors, university professors, business leaders and transportation authorities, has been compiled to support the principle of private ownership and operation.

A brief reference list of books and articles on the subject, as well as sources of statistical information, is included for the convenience of debaters.

ASSOCIATION OF AMERICAN RAILROADS

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Bibliographical Notes

Although the bibliography on government ownership and operation of railroads is extensive, most of the books on the subject were published many years ago when conditions surrounding the transportation industry were quite different from those existing today.

Among the recent books devoted to this subject are:

Government Ownership and Operation of Railroads for the United States, by Lewis C. Sorrell, Professor of Transportation, University of Chicago, published by Prentice-Hall, Inc., 70 Fifth Avenue, New York, N. Y., 1937.

Railroads of Thirty Nations, subtitled "Government Versus Private Ownership," by P. Harvey Middleton, Secretary, Railway Business Association, published by Prentice-Hall, Inc., New York, N. Y., 1937.

Government Ownership and Operation of Railroads, by Walter M. W. Splawn, Professor of Economics, University of Texas, now a member of the Interstate Commerce Commission, published by Macmillan Company, 60 Fifth Avenue, New York, N. Y., 1928.

Government Ownership and Operation of Railroads, a volume of statements on the subject by national, regional, state and local business organizations, compiled by Transportation Conference, 1933-35, printed and distributed by Railway Business Association, 38 South Dearborn Street, Chicago, Illinois.

In addition to these books, the *Annals of the American Academy of Political and Social Science*, Philadelphia, devoted its issue of September, 1936, to articles on the status of railroads in the United States and in foreign countries, with emphasis on the question of private versus government ownership, and devoted its issue of January, 1939, to the general subject of ownership and regulation of public utilities, including

several articles on private versus government ownership and operation of railroads. Both issues were edited by G. Lloyd Wilson, Professor of Transportation and Public Utilities and Director of Bureau of Public Affairs, University of Pennsylvania.

Among other recent publications which furnish a general background of information and thinking on the subject are:

Report of the Federal Co-ordinator of Transportation, 1934, Regulation of Railroads, Senate Document No. 119, 73d Congress, 2d Session, issued by the Government Printing Office, Washington, D. C., 1934.

A National Transportation Policy, by Dr. C. S. Duncan, Economist, Association of American Railroads, Washington, D. C., published by D. Appleton-Century Company, Inc., 35 West 32nd Street, New York, N. Y., 1936.

The Modern Railway, by Dr. Julius H. Parmelee, Director, Bureau of Railway Economics, Association of American Railroads, published by Longmans, Green & Company, 114 Fifth Ave., New York N. Y., 1939.

Among recent booklets issued by the Transportation Association of America, 400 West Madison Street, Chicago, Illinois, are:

Some of the Causes of Government Ownership Abroad and

Some of the Experiences with Government Ownership in the Scandinavian Countries.

General railway information is available from many sources, including the individual railroads, the Interstate Commerce Commission, Washington, D. C.; the Association of American Railroads, Washington, D. C.; the Committee on Public Relations of the Eastern Railroads, 143 Liberty Street, New York, N. Y.; the Western Railways' Committee on Public Relations, 105 West Adams Street, Chicago, Illinois, and various state railway associations.

Much statistical information concerning the railroads is contained in *Statistics of Railways in the United States* for each year beginning with 1888, prepared by the Bureau of Statistics of the Interstate Commerce Commission, and published by the Government Printing Office, Washington, D. C.

Railway statistics are available in more condensed form in the annual booklet *Railroad Facts*, published by the Western Railways' Committee on Public Relations, 105 West Adams Street, Chicago, Illinois. The same statistics are issued as *A Yearbook of Railroad Information* by the Committee on Public Relations, Eastern Railroads, 143 Liberty Street, New York City.

Numerous articles relating to the railroads and transportation generally, including the specific question of government ownership of railroads, have appeared from time to time in the weekly journals, *Rail-*

way Age, published by Simmons-Boardman Publishing Corporation, 30 Church Street, New York, N. Y., and *Traffic World*, published by Traffic Service Corporation, 418 Market Street, Chicago, Illinois. Such material may be located by consulting the indexes of each volume of these journals.

In addition to the above, most of the standard textbooks on railroads and transportation contain some discussion of the question of government ownership and operation of railroads.

In response to the widespread interest aroused by the assignment of government ownership and operation of railroads as the topic for debate in 1939-40, several debate handbooks are in course of preparation by college professors, debate coaches and others. Information concerning these handbooks is probably available at local bookstores or libraries or from debate league officers.

Warns of Danger

To maintain genuine democratic government is a difficult task. It will be beset by many dangers, and efforts will be made to convert it into a socialistic state or into a powerful centralized and oppressive government. This Republic in its brief period of existence has encountered forces which menace its existence. The important task devolving upon all American citizens is to preserve this Republic and to keep it in the paths designed by the fathers. . . . There are those who insist that the Government shall take over many activities that belong to the capitalistic system and to lead the way to wider socialistic activities. . . . There are today socialistic governments, and also people living under communistic and dictatorial governments. They should be an admonition to the American people to maintain and defend this Republic. We have the best form of government the world has ever produced, and any departure from its philosophy and spirit will inevitably bring to the American people some of the sorrows and evils found in other countries.—*Hon. William H. King, United States Senator from Utah, in the United States Senate, July 27, 1939.*

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