sent any equitable consideration which warrants the direct gratuity award proposed. Unfortunately the procedural reversal by the circuit court of appeals has, therefore, nullified the decision of the lower court which, in my opinion, was justified by the evidence and law. The suggestion of a review on the merits in this instant case, an order which this court made in favor of the plaintiff and which the Supreme Court made in favor of the defendant, is most unwarranted. I have no doubt that the proper remedy for this situation is an appeal to the United States Supreme Court. In conclusion, I believe that the decision of the Supreme Court in this case is a precedent for the future and that it will be followed in similar cases.

DWIGHT D. EISENHOWER.
THE WHITE HOUSE, August 31, 1954.

S. H. PRATHER ET AL., H. R. 9357

H. R. 9357. I have withheld my approval from the bill (H. R. 9357) for the relief of S. H. Prather, Mrs. Florence Prather, and Mrs. Rosaline Spagnola, entitled "An act to provide for a Commission to regulate the public transportation of passengers by motor vehicle and street railroad within the metropolitan area of Washington, D. C., and for the establishment of a Metropolitan Washington Commission."

Title I of this enactment would establish a Washington Metropolitan Area Transportation Commission to study, investigate, and make recommendations with regard to certain aspects of the Washington metropolitan area transportation problem. The regulation of public transportation in the greater Washington area must be provided for in an integrated fashion, and the coordination of public transportation policies is essential to the smooth functioning of the area. The problem is difficult because the area is a fundamental deficiency. Through the operation of the metropolitan area, the federal government has taken a leading role in the development of the area. In the absence of any arrangements for the exercise of this function under joint responsibility, it would be difficult to explore the feasibility of utilizing an interstate compact or other cooperative arrangements in which the federal government would participate and the Federal Government would provide funds to the states of Maryland and Virginia and the District of Columbia eventually to make arrangements for the exercise of this function under joint responsibility. In this regard, it would be desirable to find a satisfactory method for exploring the feasibility of utilizing an interstate compact or other cooperative arrangements in which the federal government would participate and the Federal Government would provide funds to the states of Maryland and the District of Columbia. The present enactment, however, falls far short of providing for the exercise of this function under joint responsibility. The present enactment does not provide for the exercise of this function under joint responsibility and does not provide for the exercise of this function under joint responsibility.

I hope that the 84th Congress will promptly enact a measure to unify regulatory authorities over public transportation and provide for a further transit system with adequate coverage and recognition of State and District responsibilities. Since title I of this bill would not have become fully effective until July 1, 1955, there need be no significant loss of time in obtaining its objectives. Similarly, time did not permit the Congress to provide funds for title II before adjournment. Therefore, since an appropriation cannot be made until after the Congress convenes in January, little time, if any, need be lost in the studies which a revised title II would encompass.

DWIGHT D. EISENHOWER.

MRS. ROSALINE SPAGNOLA, H. R. 2881
H. R. 2881. I have withheld my approval from H. R. 2881, a bill for the relief of Mrs. Rosaline Spagnola.

This enrolled enactment would pay to Mrs. Rosaline Spagnola the sum of $675.50 as additional compensation on account of the accidental death of her