

Colonel Roosevelt Has "Come Back"

La Grande April 22. (To the Editor)—The recrudescence of Roosevelt is one of the remarkable phenomenon of American politics.

During his spectacular and strenuous career, the Colonel has accumulated enough animosity to gag the sewer system of Hades.

Anathematized as the autoerotic brandisher of the Big Stick; denounced as the designing Nereus of the Republican party, dictating his successor only to destroy him; pulling down the pillars of the temple in which he had once reigned as imperator; erecting a new party on the ruins of the old; and now fraternizing with his former foes—Truculent Teddy yet emerges with his fiery eye undimmed and his political "pep" undiminished.

A combative teardrop down, a constructive build-up, impetuous, rampaging and vehement, Roosevelt is one of those stormy strong men who sweep through life like an electrical disturbance, breaking upon the world in tempest and passing in spectacular demonstrations of thunderclap and lightning.

So surcharged are these men with energy that they disturb the equilibrium of established order, topple over traditions, and provoke agitations that reverberate long after they have retired from the world.

Such characters are condemned by many as revolutionary and dangerous. Yet they perform a very great and necessary service to humanity. They relieve a sultry political atmosphere. They are the safety vents of pent-up passions. They are the driving forces in the grand, onward march of Democracy.

A man of great decision of character the combative Colonel leaps abruptly to his conviction and expresses it in swift, straightforward and sometimes sulphureous diction.

A veritable steam engine dressed up in man's clothes, his arm has the sweep of a piston, his words the hiss of hot steam. And when you hear the blast of his whistle, get off the track for the Empire Express is on the way.

Whatever else may be said of him the Colonel is no pussy footer. It requires no "watchful waiting" to determine what he thinks or where he stands.

His opinions are not polled Angus opinions. They are long-horned and aggressive. One may doubt the wisdom of his opinions but it is difficult to doubt the honesty of his opinions, or the straight-from-the-shoulder sincerity of his opinions.

Whatever he says challenges attention and provokes discussion. You may kick or you may kiss him. You cannot ignore him. If his pistol misses fire, he floors you with the butt end of it.

While go-easy gum-shoers were consulting the census reports and counting the German vote the Colonel spoke his mind about Belgium and the American hyphenate and his words had the tang of powder and the whiz of bullets.

And the remarkable thing about it is that the German American is for him in preference to Wilson. While the German citizen does not relish the Colonel's truculent attitude towards the Fatherland, he feels that Roosevelt is more genuinely neutral in his passion than Wilson is in his patience; that if Roosevelt had been President he would have brought England as well as Germany up standing.

Roosevelt is a student, philosopher, and thinker—a Prince no less than Hamlet, but without Hamlet's fatal defect of indecision.

His thinking is not abstract, remote, impractical. To be alone with his mind is not his way of taking counsel. A man of affairs, a man of action, his convictions are not generated in a cloister, but in the clash of stirring events and foisted in the furnace of heated controversy.

His political ideals are not showy circus horses evorting themselves in the nebulous splendor of ethereal abstraction. They have been rounded up, roped and branded and broken to saddle. They have been harnessed and subdued and put to plowing in earthy furrows.

A veteran Rough Rider of bronco events, virile, red-blooded and vastly able, he knows how to handle men as well as to instruct them.

Nowhere in the Republican party is quite such a man. Nowhere in the country is quite such a picturesque and pronounced opposite of Wilson.

Justice Hughes, the only man in the Republican party who challenges the Colonel's supremacy may be described as a judicial temperament with undetermined opinions; a Republican Wilson, perhaps, with whiskers.

The American people had a 300-pound pill of judicial temperament in Taft and they are in no mood for further purgatives of that kind.

They do not want a homeopathic president; neither do they want an animated feather duster. They want a solid, hard-headed, sure-shooting hundred-ton-gun of a man.

Hughes could never quicken the pulse of the people as Roosevelt would quicken it. He could never stir the conscience and inspire the patriotism of the nation as the fiery Colonel would quicken and inspire it.

If America is in a mood for the heroic; if we are to stand for the U. S. A. Over Allos; if we are to have "the incomparably greatest navy in the world," then Col. Roosevelt is the Republican party's biggest brother.

And it looks now as though the party were being forced to that conclusion. The Colonel has come back; his hat is in the ring; his name is again on the front page; the piano key ivory of his smile is flashing back the light of the coming day.

His tossing plumes are again nodding in the forefront of the fray, his battle blade is again unsheathed, and there is tumult and shouting where the rallying, rampaging Rough Rider appears.

A. R. MARKER.

APPEALS TO SHIPPERS

Cleveland, Ohio April 5. (To the Editor)—Do you receive or ship?

If you do, this question of an eight hour day to railway freight train service employes is an important one to you.

"What has an eight hour day for train crews got to do with me?" you say.

Did it ever occur to you that the practice of railroads in loading down a locomotive with all the tonnage it would drag over the road was one cause of your freight shipments being so slow in delivery?

Did you, Mr. Merchant ever have to let a discount go by because your goods failed to arrive so that you could check up your invoice and take your discount?

Can you remember ten or twelve years ago when you could order goods and get them quicker than you can at the present time?

Efficiency experts are telling you that the profits in any mercantile business depend upon the turnover. Successful merchants are always telling you that you must buy in small quantities and often. But when you attempt to follow their advice you find that it takes so long to get your merchandise, that you are obliged to buy in larger quantities than you would if you could get quick shipments and make a quick turnover.

You must consider in fact that in these days of merchandising the question of a sudden change of styles is a very important one. After you buy your goods you must get them quickly enough so that you may sell them before styles change and your merchandise becomes unsalable.

These are some of the reasons why an eight hour day for train service employes is important to you.

This is just how it works out and how it affects you.

Railroads, in order to increase their earnings per train mile, are loading their locomotives with every car that they can possibly pull over any given division.

A few years ago, you will remember freight trains ran on a regular schedule just the same as passenger trains. They each had a number and the train would run regularly and you could tell about when a certain numbered freight train would arrive at your town. How is it now? The railroads do not start out a train from a division point at all, until a sufficient number of loaded cars are accumulated in the terminal to make up the full tonnage of the locomotive. This means that the car that contains your merchandise is held at the terminal point until enough other cars show up at that terminal to make up a long train. If you are living in the Middle West and are buying goods in New York, you can easily see that these delays are enormous in the aggregate, when you remember that there is a division or terminal point between your town and New York, for approximately every one hundred miles.

Now, then when these trains are finally made up to their full tonnage limit, necessarily they drag along the road at a snail's pace and in the meantime your customers are clamoring for goods and you get tired of saying over and over again "Well we have got it ordered, but it has not come yet?"

These slow moving trains are further delayed by the fact that the trains are so long that the siding won't hold them, and at numerous meeting points on single track railroads, between two trains, they must uncouple and "saw" by, which sometimes takes an hour or more.

In these long trains only cars that are in perfect condition can be used, because the strain put upon the couplers and underframing of cars in these long trains is simply tremendous and even then the time lost from pulled out drawheads, broken car frames, burst air hose, etc is very considerable. The engines pulling these freight trains are working at their utmost capacity, hence are using coal and water to their limit, and further delays often occur by engines being on the road so long they run out of coal and water and cut loose from the train and run to the nearest water tank and are often obliged to take on coal at points where there are no facilities for the quick coaling of a locomotive.

An immense number of cars now on side tracks and repair tracks, which on account of some slight defect cannot be used in these extremely long trains, could be in service if the trains were shorter, and would help wonderfully to relieve the present car shortage. If trains were moved rapidly cars would reach their destination and be unloaded and put in service quicker.

Now, here is where the eight hour day for train crews will help you, Mr. Shipper!

The men are asking for a basic eight hour day, which means that the trains must make an average of 12 1/2 miles per hour in order to avoid payment of overtime instead of ten miles per hour as it is at present.

Under the present ten hour day system there is no penalty for working a man overtime; consequently, if train crews are kept on the road longer than ten hours there is no extra payment made for overtime other than at the same regular rate per hour that the trainman got before the ten hours expired; therefore, the question of wages is of very little concern to the railway lines, because they are not paying any penalty for overtime, and one extra car of freight will earn enough to more than pay what it costs to keep the men on the road longer than ten hours. Consequently, time is of no object whatever with the railway officials. It is simply a question as to how much tonnage they can load behind a locomotive, so that it will be able to move it. Now, then, if what the men are asking now is granted, and an eight hour day is in effect, with the penalty of time and one-half for overtime, the railroads will move their trains faster, and if

necessary make shorter trains, to get them over the road and cut out all these unnecessary delays.

The terrific strain and exposure to which train crews are subjected shortens their lives and shatters their health. Eight hours is long enough for any man to work at such arduous labor and when the eight hour day is in force it will mean more time at home with their families, more time to take necessary rest and relaxation and it will make them better citizens in every way. It is apparently not necessary that freight rates should be increased to pay any increased wages to train crews on account of the eight hour day. A small part of the millions of dollars which have been squandered in the past by railroads in the payment of bonuses, commissions, and in financial manipulations would if devoted to the betterment of employes' conditions, amply offset any inconsiderable increase in the wages of train crews.

While the railroads may claim that they have stopped this sort of thing the enormous waste of money is yet to be paid for and you, Mr. Shipper, are paying your part.

It is high time that railway officials should keep their eyes on the railroads instead of the stock tickers.

A railroad is a public service corporation and has a duty to its employees and the public as well as to stockholders.

The labor cost of moving one ton of freight one mile is much less than it was twenty years ago. In 1890 engineer labor cost railroads 65c per 1,000 ton miles, in 1913 the cost was 35c.

It is claimed by some railroad officials that it is impossible to make 100 miles at the rate of 12 1/2 miles per hour, but this claim is offset by the fact that 24 railroads in the United States are now on the 12 1/2 mile per hour basis and it should be noted that none of these 24 railroads are in the hands of receivers which must prove that it is not costing those roads any considerable amount to speed up their trains and give their men an eight hour day.

All of the wages paid to railroad crews, as well as other railway employees, eventually goes to the small merchant and the farmer. Without power to buy, by the laboring classes, the farmer lacks a market for his product.

TRANSPORTATION. BROTHERHOOD

WASHINGTON GOSSIP

Washington April 15.—(Special to the Observer)—When the progressive political wave washed the country several years ago it drowned a lot of machine politicians who had effected combinations between business and politics that were a mighty poor thing for the country. The change was good for everybody, since reputable business interests were awakened to the necessity of cutting loose from the leeches that had grown fat by means of leading the innocents to believe the false theory that Congress and legislatures needed to be manipulated. Thank heavens, such old-fashioned notions have been revised, and sensible business men can now go before Congress in confidence that facts, figures and arguments are more potent than paying for "grease" for political machines.

Sensible Conservation
The attitude of the National Association of Manufacturers, which has adopted a platform for sensible conservation of American business, through a plan of cooperation between employers and laborers in all lines of industry, is in keeping with the trend

THE FRENCH TWINS OF A HUNDRED TRUNKS

The Misses Alice and Madeline Hebert, twin daughters of the new States, have lost some of their hundred trunks, and have scoured for them. They American hotel porter believed it possible to two women and get their trunks, by taking their Chinese maid about

of the time. President Pope recently visited Washington, and he was given respectful hearing when he declared that the present is the best time of all for capital and labor to forget some of their old difficulties, and to combine against the soap-box reformers. Colonel Pope has reminded thinking people that they must get busy and prepare to meet the vast economic changes incident to the European upheaval. He has no panacea to offer, but he insists very vigorously that there should be a square deal for American industry and American labor, and he urges concurrent effort on the part of all classes, irrespective of party, in order that the United States may not only reap the legitimate fruits of increased world-markets; but what is more important still—safeguard against the hazards of the future. The essence of this appeal from the manufacturers is that thinking people should "get together" for the conservation of American industry.

Civilized Men and Cooks
Senator Reed Smoot declares that much of the world's poverty, misery, drunkenness and disease comes from poorly prepared food. In a talk about the tariff the Senator gave his agreement to the sentiment of the poet that said: "Civilized men cannot live without cooks." He described the American garbage can as the fattest in the world, and followed a denunciation of it with a plea that American girls be educated to cook, by a process of making the culinary art part of the public school training.

Never Touched the Standard
The sudden rise in the price of gasoline has called for all sorts of investigation from government bureaus and committees of Congress. The resolution in the Senate fixing the blame upon the Standard Oil has just been shelved, and an investigation will proceed without any pre-judged trust to bear the blame.

What's the Game
A lot of "clever ideas" have been born in New York recently, all of which were supposed to furnish a very plain way by which the country might nominate a candidate from New York. After all that has been said and written concerning the wisdom and power of Wall Street, it is extraordinary to find how stupidly the big interests work. As an instance the Union League Club has butted in and endorsed Mr. Root for President. The public simply responds with the question: "What's the game?" Mr. Estabrook, whose first name we have forgotten or never have known, runs for President from New York, but to take out a little of the sting, claims to be from Nebraska. Again the public simply responds: "Very good what's the game?" A hundred or more of the biggest newspapers of the country carried paid advertisements for one of the Du Pont's, who is running for President. The public smiled curiously and remarked that the thing smells too much like powder. Again they asked: "What's the game?"

Sensitive
Jessie—"Please Auntie, the new lady next door says, her compliments, and will you play very low as her husband is extremely musical."—Sydney Bulletin.

What Was in The Cellar?
"Olathe has an Englishman who reads the London papers faithfully. When it began to thunder last Thursday afternoon he ducked into a Zeppelin proof cellar and staid there twenty-four hours."—Olathe Register.



The Misses Alice and Madeline Hebert, twin daughters of the new States, have lost some of their hundred trunks, and have scoured for them. They American hotel porter believed it possible to two women and get their trunks, by taking their Chinese maid about

Professional Directory

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