

McADOO'S REPORT ON THE RAILROADS

So Much Interest, Not Only by Railroad Officials and Employees, but by All Citizens, Attaches to the Future Handling of Transportation Lines That The Observer Herewith Prints the Reports on Railroads Made by Hon. W. G. McAdoo. The Report is Long and Will Appear in Daily Installments, Giving Every Observer Reader a Chance to Study Carefully the Contents of a Document Which Promises to Have Deep Bearing on Our Country's Future.

(Continued from Thursday)

I shall recount some of the things that have been accomplished: The Movement of Troops From Jan. 1st, 1918 to Nov. 10th, 1918, a total of 8,492,150 troops were moved over the American railroads, 4,038,918 having been transported on special trains. These movements required a total of 192,000 cars of all types, including 147,222 coaches for draft and regular train movements. These troops were transported in comparative freedom from accident, due largely to the steadfast maintenance of a reasonable rate of speed.

To insure proper care and orderly movement of the immense body of men comprising the American army and navy, a special organization has been built up, including a railroad representative stationed at the office of each state adjutant general to cooperate in the transportation of drafted men, a man in charge of troop movements on each principal railroad, and a central organization under the Railroad Administration in Washington.

An average of 12.2 cars per train was used in the movement of troops and the speed was kept down to an average of 20 miles per hour. The special troop trains averaged 433 men.

To allow soldiers and sailors to leave to visit their families at home, the Railroad Administration put into effect a special rate of one cent a mile for men on furlough—an accommodation which added to morale and permitted many soldiers and sailors to see their loved ones who otherwise could not have afforded it. A special rate of 75 cents for meals feeding civilians \$1.00 and \$1.25 was made for soldiers and sailors. No certificates were required for such meals, the uniform of a soldier or sailor being all that was necessary.

After the signing of the armistice and the beginning of demobilization an effort was made to have the war department to discharge the men at their homes, but this plan having been rejected, and the travel and subsistence allowed fixed by congress having been limited to 3-1-2 cents a mile, the Railroad Administration continued the 75-cent meals for discharged soldiers and sailors and allowed them a reduced rate of 2 cents

per mile while returning home. Hardly had the movement of troops overseas gotten well under way before the armistice was signed with the Central Powers and the work of demobilization was begun. It is estimated that to demobilize troops under arms will involve the transportation of not less than 7,250,000 men; for the creation of the army and the sending of approximately 2,000,000 men to the points of embarkation involved the movement of 7,300,000 men.

At the peak of the activities incident to the prosecution of the war it was necessary to provide for the daily movement to and from industrial plants and camps of 265,537 persons in each direction. To perform this work 2,219 passenger equipment cars were in daily use.

The food situation in the allied countries of Europe became extremely critical in February last, representations being made by Great Britain, France, and Italy that unless the program of food deliveries promised by the Food Administration was kept pace with, Germany and her associates inevitably would win the war. While the facts could not be told at the time, because of the possible effect on the morale of the millions fighting the Central Powers, it was nevertheless true that, according to official word received from the Entente Allies, the outcome of the war was dependent upon the ability of the American railroads to transport sufficient supplies of foodstuffs to the Atlantic seaboard for shipment abroad. This problem was met. It was of time for half-way measures. The safety of the world hung in the balance. Empty box cars were rushed from all portions of the east, south, to the southwestern grain states. Conflicting traffic of all kinds was held up. Every facility of the Railroad Administration and of the railroads under its jurisdiction was thrown in to the balance. Officials and employees worked day and night. The result was magnificent. By March 15th, the vessel capacity of the Allies had been satisfied and there was available at North Atlantic ports an excess on wheat of 6,318 carloads of foodstuffs, exclusive of grain

Some indication of the freight traffic problems facing the railroads in the year just passed may be gained from the fact that there was a net increase of 741,666 cars or approximately 37,983,300 tons of bituminous coal loaded during the ten months ending October 31, 1918, as compared with the same ten months in 1917. This increase was achieved despite the fact that the severe weather conditions prevailing in January, 1918, resulted in a decreased production, due largely to car supplies of 55,594 car loads. The severe weather conditions continued throughout February and part of March, but nevertheless the railroads recovered themselves and in February and part of March, 1918, loaded an increase of 24,225 cars of bituminous coal over February, 1917.

Movement of Essential Supplies At the same time special attention was being given to the transportation of fruits, of cotton, of oil, of iron, and of other principal products of the farms, the factories, and the mines of America. Whenever necessary, special trains were utilized to transport these staple articles, and other methods were made available which resulted in fully meeting the situation.

For instance, in April, conditions were chaotic in the oil industry and a great many of the refineries in the Mid-Continent fields, in particular, were shut down or only partially operating because of shortage of equipment. The Railroad Administration arranged to consolidate oil shipments into train loads, symbolized it, and move it through to destination or breaking points in solid train loads. So effective were these measures that Mr. W. E. MacLewen, chairman of the transportation of oil, Refiners' Association, voluntarily wrote on December 16, 1918, as follows:

"Without going into the details of the matter, it suffices to say that within thirty days there was such an improvement that from that time on there was never a shortage of tank cars in the oil industry in the western field. There never was a demand made upon the western oil industry that they were not able to meet so far as transportation facilities were concerned. There never was a time that there was not at least a day and a half's loading of cars on hand. During the first ten months of the year there was loaded from the Mid-Continent field 257,082 cars, compared with 200,603 cars for the same period 1917, an increase of 55,479 cars, with practically no increase in amount of equipment. From April 20, to Nov. 30, inclusive, there was loaded from the Mid-Continent field a total of 3,585 solid trains of oil, containing 199,559 cars.

"In the month of January the mileage per car per day on tank cars of the

Western refiners was 24.16; in June 53.77, and in September 58.47—an increase of one hundred per cent in the mileage performance. What was accomplished in the oil industry is one of the most concrete illustrations in the history of railroading of the economic gain by the co-operation between the shipping public and the railroads."

Bureau for Criticism In order to furnish the public a medium for communicating directly with the Railroad Administration concerning bad service, the Bureau for Suggestions and Complaints was established with very helpful results. Many constructive criticisms have been received and acted on. A total of 1,328 communications and 714 complaints of individual discourtesy or incompetence have been received during the 16 weeks since the formation of the Bureau to December 24, 1918. The communications have outnumbered the complaints almost two to one. This is itself a tribute to the railroad employees of the nation. Other letters have been received calling attention to "organic" defects in railroad service. A sharp decrease in the number of complaints has marked the return of peace and the consequent improvement of service.

Property Protection. Promptly after the inauguration of federal control, attention was directed toward minimizing the enormous drain upon railroad revenues as a result of loss as well as damage to freight and the activities of thieves. When this work was begun, it was found that shipments of all kinds were being tampered with and stolen. Goods of all kinds were taken, even Army supplies, Red Cross shipments and Belgian Relief shipments. While there are not available authentic statistics as to the volume of thefts from carriers in recent years, for 1914, carriers reported to the Interstate Commerce Commission, a total of \$19,310,786.41 of thefts of merchandise from cars and terminals, including concealed and unlocated losses. The principal thefts have been of four classes:

- (1) Theft of merchandise from cars and terminals.
(2) Theft of tools, machinery, appliances, brasses, etc.
(3) Padded payrolls.
(4) Embezzlements.

The following statistics reflect the activities as far as reported to the Railroad Administration of the police agencies of the carriers under the direction of the Railroad Administration from April 1, 1918, to December 1, 1918:

Table with 2 columns: Category and Amount. Includes: Arrests for thefts (10,550), Convicted (6,969), Pending (2,975), Employees arrested (3,241), Value of goods recovered (1,095), Employees arrested (1,095), Number of sentences imposed (1,095), Fines imposed (\$150,509.63)

During the war period, essential war necessities had to be met regardless of cost. In peace time, naturally, one of the chief aims of railroad operation should be the saving of money. But even though expense could not be made the first consideration during the war, strict attention was given to this point and orders were issued to effect savings whenever possible with interfering with the war program. Many of the economies brought about, such as re-routing, common use of terminals, etc., will be reflected but slightly in the operating income accounts of the carriers for the year 1918. They will appear fully in the statements for the year 1919. Nevertheless, reports so far received from five of the seven Regions show that on a group of selected principal items, savings totaling \$85,276,424.71 have been effected in the period from December 31, 1917, to December 31, 1918. Reports from the two remaining regions are not yet available.

The specific items which produced this saving include the unification of terminals and stations, the elimination of passenger service, reductions in organizations, and miscellaneous economies. Equipment has been saved by the elimination of non-essential passenger trains; by the common use of freight cars; the common use of repair shops; the emergency use of the Pennsylvania Hudson River tubes for the movement of anthracite coal from the Jersey Terminals to Long Island, a step which could not have been taken under private control; the introduction of the coal zone plan in co-operation with the fuel administration, which resulted in the saving of car miles and permitted the production and transportation of several million tons more coal than would otherwise have been possible; the utilization of the Cape Cod Canal for the transportation of coal to New England; the operation of locomotives under steam from factories to the point of delivery, instead of hauling them as dead freight in the past; the introduction of the "loading day plan" for less than carload freight; the establishment of special organizations to handle refrigerator and tank cars; and the elimination of circuitous routes.

During the first seven months of fiscal year 1919, an aggregate of 21,000,000 passenger train miles was done away with in the territory of Chicago and the Mississippi river, while in the eastern territory, 26,420,000 passenger train miles were done away with in the territory of the Atlantic coast and the Gulf of Mexico. The saving in motive power and equipment in the moving of millions of troops could not have been achieved successfully.

(To be continued)
Other advertising will bring results.

ALL IN SIBERIA PLANNED NEW YORK, Jan. 17.—The American Red Cross has appropriated \$200,000 for use by its commission in Siberia to cover relief work for January and February. Part of this sum, the organization announced today, will provide relief for employees of the Siberian railways, who have not been paid in several months.

HATS Regular prices \$3.00, \$3.50, \$4.00; sale prices \$1.00, \$1.50, \$2.50. THE TOGGERY. Hot water bottles, face bottles, rubber tubing. Always a good stock of these will be found at 1-16-tf

Chamberlain's Tablets. When you are troubled with indigestion or constipation, take Chamberlain's Tablets. They strengthen the stomach and enable it to perform its functions naturally. Indigestion is usually accompanied by constipation and is aggravated by it. Chamberlain's Tablets cause a gentle movement of the bowels, relieving the constipated condition.—Adv.

Silverthorn's FAMILY DRUG STORE LA GRANDE, OREGON. Have the label, which stands for fair working conditions, put on your job printing. The Observer is one of the two shops in town observing union principles. Phone Main 37.

A classified ad will bring results.

The Observer's Classified Ads.

- FOR SALE—Timothy hay in barn. Call Farmers 164. 1-16-3tp
BALED HAY FOR SALE—Any amount of it at the Farmers' Feed barn, La Grande. Will sell in any quantities. Phone Main 92. 12-23tf
FOR SALE—14 cords of wood. Inquire La Grande Pharmacy. 1-14-tf
FOR SALE—That monument you want Decoration day for immediate delivery. B. M. M. & G. Co., 1502 S. Avenues. 1-17-tf
FOR SALE—Several hundred rods of string woven wire fencing, 1-15 inch. Deering plow, some thoroughbred White Minorca chickens. Some used lumber and a hand elevator. 2708 North Second street. 1-17-21-p
WANTED—Miscellaneous.

- WANTED TO RENT—Modern house, close in, either furnished or unfurnished, wanted at once. Phone Main 26. Dave Stoddard. 1-17-tf
WANTED—Five-horse electric motor. B. M. M. & G. Co., 1502 S. Avenues. 1-17-tf
WANTED—Woman by hour for housework. Call Black 481. 1-16-4tp
WANTED—Second-hand boy's bicycle, 16 to 18 inch frame. Call Red 132. 1-16-3tp

- FOR RENT—Housekeeping rooms, for two. Inquire at 1902 Cedar street or phone Red 3752. 1-16-3tp
FOR RENT—Modern two-room furnished house. Phone Black 3902. 1-10-tf
FOR RENT—Furnished rooms. Phone Red 3171. 11-29-tf
FOR RENT—Steam heated rooms. Special rate, Darland hotel, formerly the Oregon hotel, 10 Depot street, under new management. H. C. Lawyer. 1-13-tf
FOR RENT—Furnished housekeeping rooms. Call Black 831. 1-14-tf

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ANNOUNCEMENT I wish to announce to the public that I have purchased the Oregon hotel, 10 Depot street and will conduct it in connection with the Darland Apartments, and it will be known as the Darland hotel. The rooms will be newly renovated and made as attractive and pleasant as possible. Steam heated. Two apartments for light housekeeping will be furnished. Special rates on rooms by the week or month will be made for a short time. Those interested call and see them. 1-13-tf H. C. LAWYER.

Chamberlain's Tablets. When you are troubled with indigestion or constipation, take Chamberlain's Tablets. They strengthen the stomach and enable it to perform its functions naturally. Indigestion is usually accompanied by constipation and is aggravated by it. Chamberlain's Tablets cause a gentle movement of the bowels, relieving the constipated condition.—Adv.

Professional Directory

- ATTORNEYS COCHRAN & EBERHARD—Geo. T. Cochran and Colton R. Eberhard, Attorneys. La Grande National Bank Building. R. J. GREEN, Attorney at Law—Practice in all state and federal courts. Office La Grande National Bank Building. CRAWFORD & EAKIN—T. H. Crawford and Robert S. Eakin, Attorneys at Law. Practice in all the courts of the state and the United States. Office, West-Jackson Bldg., rooms 9-10-17, La Grande, Oregon. ARCHITECTS J. E. MILLER—Architect, room 27, New Foley Bldg. Phone Red 1871. OSTEOPATHIC DR. MARGARET INGLE, Osteopathic Physician—Specializing in diseases of women and children. Hours 10 to 12 a. m., 1 to 6 p. m., and by appointment. Phone—Office Red 1761, residence, Black 1231, 37 New Foley building. VETERINARY DR. H. W. HILEY—Graduate Veterinarian. Hospital, 1403 Madison Ave. State Stallion Inspector and Inspector of stock for shipment. Home Independent Phone, Black 41; Farmers Co-operative Phone, Main 113. EDUCATIONAL REMEMBER GOODING COLLEGE, Gooding, Idaho. Practical business courses, review subjects, regular college work and summer school. 12-19-tf

Fraternal Directory

- WOODMEN OF THE WORLD—La Grande Camp No. 159 meets every first and third Monday at Eagles Hall. All visiting neighbors welcome. Dues payable at the office of the clerk, New Foley Bldg., 3 p. m. J. J. MURCHISON, C. G. R. J. KITCHEN, Clerk. MODERN WOODMEN OF AMERICA—La Grande Camp No. 7793 meets on the first and third Thursday evenings of each month in the hall of P. Hall. Visiting neighbors welcome. L. J. MUNHALL, V. C. W. F. ASHMAN, Clerk. O. E. S.—Hope Chapter No. 13, O. E. S. holds stated communications the second and fourth Wednesday of each month. Visiting members cordially welcomed. SADIE E. GIVEN, W. M. MARY A. WAPNICK, Sec. K. of L. of Security—Mt. Emily Council, No. 246, meets the second and fourth Monday evening at 8 o'clock at Eagle Hall. Visiting members are welcome. ABB HARRIS, Fin'l. Sec. J. E. FITZGERALD, Pres. A. F. & A. M.—La Grande Lodge No. 41, A. F. & A. M. holds regular meetings first and third Saturday at 7:30 p. m. Cordial welcome to all Masons. ROBERT S. EAKIN, W. M. A. C. WILLIAMS, Sec. F. O. EAGLES, Aerie No. 229—Meet every Friday night at Eagles Hall. Visiting members welcome. J. E. STACEY, W. P. LEE BELLINGER, Secretary. REBEKAH—Crystal Lodge No. 50 meets every Tuesday evening in the L. O. O. F. Hall. All visiting members are invited to attend. ROSA GLASS, V. G. LUCIA HALRY, Rec. Sec. L. O. O. M.—La Grande Lodge No. 850, Loyal Order of Moose holds regular meetings every Wednesday night at 8 p. m. in Eagle hall next to Eika's Bldg. on Washington Ave. Visitors always welcome. Dues payable at Young's Sweets. W. C. HANSEN, Dic. HARRY SWART, Sec. B. P. O. E. ELKS, La Grande Lodge No. 433, Lodge meets each Thursday evening at 8 o'clock. Home and club privileges cheerfully extended to all Brother Elks. H. J. GREEN, Exalted Ruler. A. B. CHERRY, Secretary. BOYAN NEIGHBOHS—The club meets every second Friday afternoon and every fourth Friday evening, every month in R. P. Hall. All visiting members cordially welcome. HENRIETTA GRANT, Oracle. MARY L. WEST, Recorder. KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27 meets every Monday night in Castle Hall, K. of P. Hall. A Pythian welcome to all visitors. Knights. J. L. ROBERTSON, C. C. DEWLE GREEN, K. of P. & S.

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