

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)

Delaware & Haritan Canal.
The Delaware & Haritan Canal, connecting the Delaware River with New York Harbor, from 1913 up to the present year suffered a steady decrease in business. In 1917, 272,734 tons of freight were moved. The limited draft of water and small lock structures prevented profitable transportation operation on this waterway. It became evident last spring that there would be a marked decrease in the use of canal for transportation of coal, due to the fact that coal was to be shipped via other routes, but there was an unusual demand for the transportation of miscellaneous freight between New York and Philadelphia by this route. The canal has for many years been under lease to the Pennsylvania Railroad Company and came under federal control as part of its transportation system. In July the New York Jersey Canal section took charge of the floating power equipment of the Railroad Administration on the canal and December 1st the operation and maintenance of the canal was transferred to that section. The Railroad Administration also operated a fleet of packet freight ships during a part of the season. There are a number of private transportation agencies operating on this canal. In spite of the loss of coal tonnage, the total freight movement of the canal will slightly exceed 1917.

Chesapeake & Ohio Canal.
The Chesapeake & Ohio Canal, connecting Chesapeake Bay with Pennsylvania and West Virginia coal fields, has been operated at a loss for several years. At the beginning of the season of 1918 it appeared that unless action was taken to support navigation on this canal the increasing cost would cause it to cease, while the pressure of traffic at that time upon the railroads bringing coal to Washington and vicinity was so great as to make it very undesirable that they have the additional burden of transporting the coal previously carried by the canal. The Railroad Administration therefore for a time assumed the cost of canal tolls on coal, and later on made an arrangement with the only company operating boats on the canal, which insured the maintenance of the service, the Railroad Administration paying the actual cost of the service over and above the freight charges which were paid by the shipper at the same rate as for rail shipments. The Railroad Administration also furnished ten new barges which were leased to the operating company.

Ohio River.
The Railroad Administration has established an office in Cincinnati, O., for the purpose of co-operating with shippers and vessel owners and studying traffic conditions with shippers and vessel owners. In view of the fact that the projected locks and dams on the Ohio river between Pittsburgh and Cairo are not completed (the movement has not been finished even between Pittsburgh and Cincinnati) it does not seem a proper time to consider any new equipment for this route.

Lake Keuka-New York.
The service formerly operated on this lake by the Lake Keuka Navigation Company had been discontinued, and in order to move the grape crop of 1918 the Division of Inland Waterways operated equipment of the Lake Keuka Navigation during the grape season.

The intracoastal waterway from Philadelphia to Beaufort, N. C., will be susceptible of greater commercial development. The projected improvement between Norfolk and Beaufort will not be completed for some time and it will require at least two years to modernize the Chesapeake & Delaware Canal. The improvement ought to be authorized promptly and I hope that the congress may grant the necessary appropriation and power to deal with the matter. The fleet operating along this route was commandeered to a considerable extent during the war, but the vessels are being slowly returned to the owners. The fleet seems to be sufficient for normal conditions. The capacity can be considerably increased by the introduction of modern terminal methods. Ultimately, packet freight service on this route may be practicable.

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Cape Cod Canal.
The Cape Cod Canal was taken under federal control July 25, 1918, and it is earnestly hoped that it will be operated in the future by the government. Formation of shoals had reduced its navigable depth to 17 feet at mean low water when the government took control, but the Railroad Administration immediately provided \$250,000 for dredging, piling, bank protection work, etc., and on October 23 the Canal was opened for vessels drawing twenty feet six inches of water, and the dredging necessary to restore the original depth of twenty-five feet at mean low water is expected to be completed by February 15, 1919. Improvements have been made, including the installation of bank protection by granite rip-rapping. In spite of the fact that the work on the Canal has not been entirely completed there has been an increase of 56.4 per cent in the number of vessels handled and 114 per cent in the cargo tonnage transported through the Canal in 1918 as compared to 1917.

Standardization of Locomotives.
Before government control, practically every important railroad had its own specifications for cars and engines. Practically all were different in details. Although the facts are not obtainable, it has been said that there were 29,000 different styles of freight cars and almost as many different styles of locomotives included in the equipment of American railroads prior to the war. Complete standardization of course is impossible, but so rapidly as existing rolling stock and engines wear out, it ought to be practicable to replace them by standard types. During the period of federal control progress has been made. Some twelve standard types for freight cars have been agreed upon, and it has also been decided that hereafter only six different types of locomotives of two weights each shall be purchased. The parts of these various locomotives and freight cars respectively are interchangeable. The importance of this is forcibly illustrated by an instance where a leased locomotive was held out of service until over \$4,800.00 had accumulated, awaiting a part which would cost but to exceed \$50.00. Where peculiar conditions exist, however, and where special types of locomotives are necessary, permission has been given to depart from the standardized type of locomotive.

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Home Industry Facts
Individual responsibility in this movement for a "Greater Oregon" is like individual responsibility in civic affairs by voting on election day. Some neglect it. None should. USE HOME PRODUCTS. Home Industry League of Oregon.

Cooperative Up-Building
"Competitive annihilation" is an apt description of the great war. It's a game the kaiser started—and it proved a boomerang. Co-operative up-building must become the national and international "game" in the new era which is before us. This institution stands for co-operation with business enterprises as well as individuals.

United States National Bank
La Grande, Ore.

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"So Camille" is superior to any other front lace corset, for without the *Ventilo* features no corset can possibly be just as good. It contains the master touch of scientific construction. You do not sacrifice comfort for style and you do not sacrifice style for comfort when you wear **"So Camille"**

A complete line always on hand, priced at \$2.50 up. **Mrs. Robt. Pattison** Corsetiers Phone Red 3221 Res. 1702 Oak Street.

The Observer's Classified Ads.

FOR SALE—10 high yellow pine wood, \$20 per cord delivered. Phone Red 1022. 1-20-19

EGGS FOR HATCHING—From purebred Buff Wyandottes. Prize winners. Heavy layers. Choice table fowls. \$2.00 for 15 eggs. Ira R. Aldrich, 207 Fourth street. 1-20-24

FOR RENT—Steam heated rooms. Special rate. Darland hotel, formerly the Oregon hotel, 10 Depot street, under new management. R. C. Lawyer. 1-15-19

FOR RENT—Furnished housekeeping rooms. Call Black 831. 1-14-19

LOST AND FOUND

LOST—Rumper off car, between Island City and La Grande. Leave at Island City garage. 1-22-19

LOST—Black seal muff left in station this morning. Phone M-37. Reward. 1-20-19

LOST OR STOLEN—Lincoln bicycle with green frame. Notify J. D. Lynch. 1-16-19

DON'T BE STUNG

A bee holder is a beehive.
A spectator is a beholder.
Hypothesis—Rotten potato.
A rotten 'tator is a spec' 'tator.
To Prove—A rotten potato is a beehive.
Proof—A rotten potato is a rotten 'tator.
Hence—A rotten potato is a beehive. *Boys' Life.*

Fifty-Fifty.
Another thing—when a lady walks the street tending a hard seed dog, which nets the most advertising—Galveston News.

Butter Wrappers printed at the Observer's office.

For Indigestion
Constipation, Sick Headache, Bloating, Sour Stomach, Gas on the Stomach, Bad Breath—you will find nothing better than that wholesome physic—**FOLEY CATHARTIC TABLETS**
Never disappoint. Take one tonight and feel better in the morning.
George Jenner, San Antonio, Texas. "Foley Cathartic Tablets have proven to be the best laxative I ever used and I recommend them for constipation and biliousness."

FOR RENT

FOR RENT—Furnished rooms Phone Red 3171. 1-19-19

FOR SALE—Second hand piano, cash or bonds. 905 O avenue. 1-22-19

FOR RENT—Nice cozy rooms from \$12 up. 1510 Adams. Phone RR901. 1-18-19

Professional Directory

ATTORNEYS

COCHRAN & EBERHARDT—Geo. T. Cochran and Colson R. Eberhardt, Attorneys. La Grande National Bank Building.

J. GREEN, Attorney at Law—Practices 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-Jacobson Bldg., rooms 9-10-17, La Grande, Oregon.

ARCHITECTS

O. 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. Phones—Office Red 1701, residence, Black 1231, 37 New Foley building.

VETERINARY

DR. B. W. RILEY—Graduate Veterinarian. Hospital, 1409 Madison Ave. State Station Inspector, and Inspector of stock for shipment. Home Independent Phone, Black 41; Farmers Co-operative Phone, Main 112.

EDUCATIONAL

REMEMBER GOODING COLLEGE, Gooding, Idaho. Practical business courses, college subjects, regular college work and summer school. 12-19-19

Fraternal Directory.

WOODMEN OF THE WORLD—La Grande Camp No. 169 meets every first and third Monday at Eagles Hall. All visiting neighbors welcome. Dues payable at the office of the clerk, New Foley Bldg., 2 p. m. to 5 p. m.
J. J. MURCHISON, C. C.
R. J. KITCHEN, Sec.

JOEHN WOODMEN OF AMERICA—La Grande Camp No. 7703 meets on the first and third Thursday evenings of each month in the K. of P. Hall. Visiting neighbors welcome.

L. J. M'NHALL, V. C.
W. F. ARHMAN, 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. WARNICK, 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.
ABE HARRIS, Finl. Sec.
J. K. 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. 259.—Meet every Friday night, at Eagles Hall. Visiting members welcome.
J. F. STACEY, W. P.
LEE BELLINGER, Secretary

REBEKAHS—Crystal Lodge No. 60 meets every Tuesday evening in the I. O. O. F. Hall. All visiting members are invited to attend.
ROSA GLASS, N. G.
LUCIA HALEY, 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 Elks' 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. 423, 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.

ROYAL NEIGHBORS—Iris Camp meets every second Friday afternoon and every fourth Friday evening, every month in K. P. hall. All visiting members cordially welcome.
HENRIETTA GHARST, Oracle
MARY L. WEST, Resider.

KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27 meets every Monday night in Castle Hall (K. of P. Hall). A Pythian welcome to all visiting Knights.
J. L. ROBERTSON, C. C.
DELIA GREEN, K. of R. A. S.

OUTBURSTS OF EVERETT TRUE



YOU SEEM TO THINK THAT GOING AROUND WITH YOUR NOSE IN THE AIR GIVES YOU A MARK OF DISTINCTION! AND

YOU ARE QUITE RIGHT!—IT MARKS YOU AS AN INSUFFERABLE FOOL!!!

The following listed horses have been missing from my pasture since about October, and information concerning them is sought:

Sorrel mare, two years old, white in face; black gelding, two years old, white hind feet; bay mare, one year old, small stripe in face; black gelding, one year old, face and two hind feet white; sorrel gelding, one year old, small stripe in face and white on hind feet; bay gelding, yearling, dirty gray gelding, yearling; dirty gray mare, yearling. All these animals bear the ox bow brand on the right shoulder. Please notify **HARRY SCHWEBKE**, La Grande, Ore. 1-20-6

Now that springtime is almost here, we will all soon be longing for a good cool soda water or ice cream sundae, or some of the other cool and refreshing drinks, such as Silverthorn's serve at their fountain.

Just now, they are serving many of the winter drinks and hot tamales, chill con carne and eschaldes. These special malted milks with whipped cream are fine. 1-23-19

Silverthorn's
FAMILY DRUG STORE
LA GRANDE, OREGON.

LET ZIP DO IT
Clean your Furnace, Stove or Chimney
To get the most heat from your furnace use **ZIP**
25¢ a Package
All grocery stores, hardware and department stores. ZIP

USE... The Telephone

Don't Wait to Write

Home Independent Telephone Co.

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