



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 Saturday)

Cincinnati—An Example

A concrete illustration will help to emphasize the present difficulties. Cincinnati is an important gateway between the North and the South. Three important railroads, the Chesapeake & Ohio, the Louisville & Nashville, and the Cincinnati Southern, reach Cincinnati by crossing the Ohio river. Four other important railroads, the Big Four, the Baltimore & Ohio, including the old Cincinnati, Hamilton & Dayton, the Pennsylvania, and the Norfolk & Western, reach Cincinnati on the north bank of the Ohio river. The interchange of traffic between these lines at Cincinnati is enormous, and the general public has a vital interest in this interchange being accomplished with the least possible delay and expense. Yet conditions are such that in times of heavy traffic Cincinnati is badly congested with freight, and the ability of all the railroads mentioned, not only with respect to handling traffic through Cincinnati, but with respect to handling other important traffic, is largely hampered by the inability to get rid of the traffic which must pass through Cincinnati.

Each of the three railroads approaching Cincinnati from the South has a bridge across the Ohio river. The Cincinnati Southern bridge and the Chesapeake & Ohio bridge are so light that they cannot accommodate the heavy locomotives which are used on those roads, so that there must be delay and cost and congestion due to the necessity for changing engines south of the Ohio river on those two roads. The Louisville & Nashville has the use of a bridge which has only a single track and is therefore entirely too restricted in capacity to handle the traffic. The topographical conditions in Cincinnati are such as to make it exceedingly difficult to find suitable ground upon which to construct terminal facilities, and the densely populated area makes terminal facilities extremely costly. A considerable part of the important terminals in Cincinnati is subject to overflow in times of high water. To a very large extent the traffic which any one railroad brings into Cincinnati is traffic which must be moved beyond Cincinnati by some other railroad, so that more than one railroad generally has an interest in providing proper facilities for all the traffic moving through Cincinnati, and all the railroads reaching there have a common interest in avoiding the congestion at Cincinnati which in the past has constituted one of the most serious traffic situations in the country. Yet each of the railroad companies has its separate facilities, and while there have been various particular arrangements of a joint character, it still remains true that, in all the years that have passed, the railroad companies under private management have never been able to get together and put into effect any comprehensive plan which would result in terminal facilities equal to the situation. It seems fair to conclude from the failure of the railroad companies in the past to accomplish this result that they probably never will accomplish it in the future under corresponding methods of private management.

At the present time there are perhaps from 25 to 30 freight houses in and around Cincinnati which, generally speaking, have been provided primarily for the particular use of separate railroad companies and without any purpose of combining all the freight-house facilities so as to serve the general public to the best advantage and at the least cost.

Necessity of Finding Remedy
It is evident that in view of the common interest which the railroad companies have in the traffic passing through Cincinnati some comprehensive plan ought to be worked out. No one railroad company can live by itself alone in a terminal like Cincinnati. No one important structure should be planned simply from the standpoint of a particular railroad company. The entire situation should be dealt with from the standpoint of the general public interest and the selfish interests of any particular railroad company ought to be subordinated to the general interest. Yet under private management there is no way whatever in which the public can properly assert and accomplish its needs, and the result both in construction of facilities and in operation is left to the haphazard plan of the conflicting ideas of seven or more separate railroad companies and plans of the utmost importance are subject at any time

to be defeated by the disagreement of one or more of these companies.

\$45,000,000 Needed at Cincinnati.

It is estimated that there ought to be spent in the near future about \$45,000,000 in the rehabilitation of Cincinnati terminals, so as to make them equal to modern public needs, with probably \$25,000,000 additional for passenger terminals. This involves the building of a new bridge and the reconstruction and enlargement of two other bridges, the construction of convenient and commodious freight houses, the provision of adequate belt lines and adequate facilities for intercommunication between the different railroads. Practically every item of this large expenditure involves, directly or indirectly, the interests of two or more separate railroad companies. In fact virtually the whole expenditure has to be made in the common public interest and without making the interest of any one railroad company paramount as to any particular item. If this matter is left to be worked out by the separate railroad companies, without any controlling public authority to shape up the whole situation for the benefit of the general public, there is no reason to believe that it ever will be successfully worked out. Certainly the railroad companies have had many years in which to work out the problem and they have never done so. If the problem is not adequately solved, the result will be that a great burden of delay and inconvenience, uncertainty and cost will continue to rest upon the people of the United States, simply because a thing which ought obviously to be done at Cincinnati in the public interest is not done, and it will not be done because the power of government which ought to be exercised to promote the public interest is allowed to remain dormant and subordinate to the separate interests and to the disagreements of various privately managed railroad companies.

Same Conditions Elsewhere.
What is true of Cincinnati is true to a large extent of every important terminal in the country, particularly of Chicago and the terminals around New York harbor. In the aggregate these situations constitute a great burden and menace to rail transportation and a serious obstacle to convenience and certainty to the public in the performance of that transportation. These situations must be met if transportation in this country is to be performed at a reasonable cost and without the intolerable congestions and delays which have periodically arisen in the past.

Not as there any just reason why railroad companies should fear that such a comprehensive development of terminals is going to interfere with any legitimate separate interests of the railroad companies in the event they shall eventually be turned back into the old form of private control. Any comprehensive plans of terminal improvement which are for the general public good will in the long run turn out to be advantageous to every separate legitimate railroad route in the country. No matter if the railroads do go back into the old form of private control, with anywhere from 100 to 200 separate managements, it is inevitable that in the long run, and perhaps as the result of long years of hardship upon the public, there must be some comprehensive legislative solution of these terminal problems in the general public interest. The railroads will not be injured, but, on the contrary, will be benefited by a prompt public dealing with these matters.

Other Examples.

As a simple illustration, it is evident that the fact that the Baltimore & Ohio passenger trains are now taken into the Pennsylvania passenger terminal in New York has not resulted in injury to the Baltimore and Ohio or in causing any injury to the Pennsylvania, of which it has any right to complain. The public has been enormously benefited. If private control should return, it is not to be anticipated that the public would again be subjected to the inconvenience and delay and expense incident to the Baltimore & Ohio going back to the use of its old and inconvenient passenger terminal at Communipaw, N. J. These terminal reforms, which are done in the public interest, will not only be of immediate and lasting benefit to the public, but they will also turn out to be more than acceptable to the railroad companies themselves.

(To be continued)

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(To be continued)

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READ ADVERTISEMENTS. The advertisements you read will tell you what is new and good. They will give you the latest ideas and improvements. They will help you to live better and dress better at less cost.

If you think of it, you'll be surprised at the world of interest and the wealth of new ideas you'll find in reading advertisements.

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FOR SALE—Call apples, \$1 a sack. Geo. Chapman, east end of Cove avenue. 1-25-6p

FOR SALE—Plymouth Rock roasters. Call Black 792. 1-24-3t

Rome Beauty Apples for sale. Will deliver. Phone Red 3771. 1-24-6p

FOR SALE—16-inch yellow pine wood, \$9 per cord delivered. Phone Red 1022. 1-20-6p

EGGS FOR HATCHING—From pure-bred Buff Wyandottes. Prize winners. Heavy layers. Choice table fowls. \$2.00 for 13 eggs. Ira R. Aldrich, 707 Fourth street. 1-20-24t

FOR SALE—That monument you want for Decoration day is ready for immediate delivery. B. M. M. & G. Co., 1502 S avenue. 1-17-1f

FOR RENT
FOR RENT—Furnished rooms. Phone Red 3174. 11-29-1f

FOR RENT—Nice cozy rooms from \$12 up. 1510 Adams. Phone R2901. 1-18-1f

FOR RENT—Furnished housekeeping rooms. Black 1202. 1-24-1f

FOR RENT—Steam heated rooms. Special rate. Darland hotel, 10 Depot street, under new management. H. C. Lawyer. 1-13-1f

FOR RENT—Furnished housekeeping rooms. Call Black 631. 1-14-1f

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on a Savings Account is a fascinating mathematical problem.

The knowledge that money earned and banked is in turn earning more money inspires the saver to further effort. Our officers cordially invite savings accounts.

We pay 4 per cent interest.

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La Grande, Ore.

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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-Jacobson Bldg., rooms 9-10-17, La Grande, Oregon.

ARCHITECTS
C. E. MILLER—Architect, room 27, New Foley Bldg. Phone Red 1271.

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 1761, residence, Black 1231. 37 New Foley building.

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DR. H. 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 115.

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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., s. m., to 5 p. m.
J. J. MURCHISON, C. C.
R. J. KITCHEN, Clerk

MODERN 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. MUNHALL, V. C.
W. F. ASHMAN, Clerk

O. E. S.—Hope Chapter No. 18, 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. WARRICK, 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, Fin'l. 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 Sweats.
W. C. HANSEN, Dic.
HARRY SWART, Sec.

B. P. O. E. ELKS, La Grande Lodge No. 428, Lodge meets each Thursday evening at 8 o'clock. Home and club privileges cheerfully extended to all Brother Elks.
R. J. GREEN, Exalted Ruler.
A. B. CHERRY, Secretary.

ROYAL NEIGHBORS—1st Camp meets every second Friday afternoon and every fourth Friday evening, every month in K. P. hall. All visiting members cordially welcome.
HENRIETTA GHART, Org. Sec.
MART L. WEST, Recorder.

KNIGHTS OF PYTHIAS—Red Cross Lodge No. 37 meets every Monday night in Castle Hall, K. of P. hall. A. B. Cherry in welcome to all visiting Knights.
J. C. ROBERTSON, C. C.
PELLE GREEN, K. of R. & S.

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