

HOME SWEET HOME by Jack Wilson



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 yesterday.)

Transportation Stringency.

The situation exists in this country that the transportation needs of the people are national and interdependent, despite the fact that the railroads are local and independent. Practically every community in the country is dependent upon a national and not a local transportation service. It is not true of any community that it can depend wholly, or even principally, upon its local railroad to transport what it produces and what it consumes, because, directly or indirectly, what it produces must in some form go far beyond that railroad and what it consumes must in some form originate beyond that railroad. Failure of transportation at the Atlantic seaboard causes economic waste and suffering at points far beyond those served by the railroads which reach the Atlantic seaboard. Extensive failure of transportation in any part of the country has corresponding reactions in many other parts of the country.

Unavoidably the amount of transportation to be performed fluctuates from season to season and between good years and bad. At certain seasons, especially in prosperous years the railroads are confronted with a "peak load," or a maximum load, which they have not been able in recent years to handle satisfactorily under private management. There has been widespread congestion of cars, both loaded and empty, in certain sections, the most acute shortage of cars in other sections, an inability to furnish transportation urgently demanded, an inability to get the freight which has been accepted for transportation to destination in reasonable time. In short, we have been confronted with periodic conditions of transportation stringency. Diversified private management has proved that it cannot avoid or meet these conditions.

Perhaps the greatest single difficulty is that under private management, with each company trying to prevent any traffic going to a rival, the amount of freight loaded has been dependent almost wholly upon the desire and opportunity of the consignee to load a shipment and get a bill of lading for it, without any regard whatever to the ability of the delivering railroad to dispose of the traffic at destination at that time, or of the ability of the consignee to receive the traffic, if delivered. The result has been the indiscriminate throwing into the stream of traffic of everything which consignors wished to throw into it, and this has led to the most acute congestion at or



unified control. One of the essential reforms, therefore, is the adoption of some system to control traffic in the common interest.

As far as railroad tracks are concerned, the mileage of road tracks (as distinguished from terminal tracks) appears to be sufficient to take care, generally speaking, of a much larger tonnage than can be handled through the terminals. At times, however, particular railroads may become embarrassed by a surplus of traffic, even though it may be possible to care for the traffic at the terminal. Under unified control, in such conditions, the surplus traffic can be diverted to some other railroad reaching the same destination. Under private control this has not been possible. The company which was able to obtain the routing of the traffic has, generally speaking, not been willing, even though unable to handle the traffic successfully, to let it go to a rival railroad. The public ought to be provided with some system whereby unused railroad capacity may be used in the common interest in times of stress. (To Be Continued.)

Next summer everybody can console himself with the scientific reflection that, after all, "cooling drinks" with alcohol in them didn't cool.

Speaking of amendments, the doctors always did say that water was good for the constitution.

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Met by Unified Control.

These conditions have been substantially met under unified control by the routing and distribution of traffic over the available lines and by the establishment of the "permit system," whereby traffic involving potentialities of congestion is not allowed to be loaded except upon showing that it can be delivered to and taken care of by the consignee at destination. During the autumn months of 1918, when traffic was at its heaviest, there was practically a complete absence of transportation stringency, which in the immediate preceding years had amounted almost to transportation paralysis. This condition was due largely to the "permit system." The ability to use this system in the public interest and regardless of any actual or apparent embarrassment to any particular railroad is probably the most important thing in preventing traffic congestion. It is feasible and easy under

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WANTED-Good first-class milk cow. Phone Red 3561. 1-25-19

WANTED-A refined woman to take charge of home, two children. Phone Black 3981. 1-24-19

WANTED-A refined woman to take charge of home, two children. Phone Black 3901. 1-24-19

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WANTED-At once chambermaid at Grande Ronde Valley house. \$10 a week and dinner. 1-20-19

WANTED-Plain sewing. Mrs. Norma Webb, 1105 O avenue. 1-20-19

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FOR RENT-Furnished housekeeping rooms. Black 1202. 1-24-19

FOR RENT-Furnished housekeeping rooms. Call Black 891. 1-14-19

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LOST-Auto chain, 32x3 1/2 between La Grande and Island or the Iowa school house, Saturday. Reward. Phone Farmers 21-x. L. M. Hoyt. 1-27-19

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

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FOR SALE-Heating stove for coal or wood and some carpet for sale. Apply 1204 Sixth street. Phone Black 8812. 1-27-19

FOR SALE-2450 feet woven wire fencing, one 10-inch plow, one 5 gallon cream churn, one porch swing. 2708 North Second street. 1-27-19

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R. J. GREEN, Attorney at Law-Practice in all state and federal courts. Office La Grande National Bank Building.

DRAWFORD & 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 2-10-17, La Grande, Oregon.

ARCHITECTS

I. 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. 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.

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Fraternal Directory.

WOODMEN OF THE WORLD-La Grande Camp No. 165 meets every first and third Monday at Eagles Hall. All visiting neighbors welcome. Dues payable at the office of the clerk, New Foley Bldg., 9 a. m., to 5 p. m. J. J. MURCHISON, C. G. 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. G. 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. OIVEN, 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, 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. E. 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 Erie 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. R. J. GREEN, Exalted Ruler. A. B. CHERRY, Secretary.

ROYAL NEIGHBORS-Iris Camp meets every second Friday afternoon and every fourth Friday evening, every month at K. P. Hall. All visitors to members cordially welcome. HENRIET A. GARST, Oracle MARY L. WEST, Recorder.

KNIGHTS OF PYTHIAS-Red Circle Lodge No. 27 meets every Monday night in Castle Hall (K. of P. hall) A Pythian welcome to all visiting Knights. J. I. ROBERTSON, Sec. FLELLIE GREEN, K. of R. & S.

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