

# 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.)

### Export Traffic

One of the most important classes of traffic is the export traffic, and this ought to be greater than ever in the future. The transfer of such traffic at the seaport from the railroad car to the ship involves great possibilities for congestion and delay. Under the old form of private management, a particular railroad company naturally wishes the traffic to go to its own port, and even though that port may be momentarily seriously congested, is unwilling to turn that traffic to a rival line whose port may be free from congestion. Undoubtedly, an opportunity exists under unified control, even in peace time, to apportion the traffic among the ports and co-ordinate rail transportation with ocean transportation in such way as greatly to relieve the strain which at times arises from the inability of the particular railroad company to consider the interests of ports other than its own and to co-ordinate effectively with the ocean transportation. Whatever the solution of the railroad question a way ought to be found to control this matter in the public interest in times of emergency.

### Motive Power and Cars

A further transportation factor of great importance is having adequate locomotives in good repair. In the past each railroad company has had its own locomotives and, generally speaking, has used them exclusively upon its own rails. If some of them were temporarily idle, there was not generally any way of allowing them to be used temporarily by other railroads which were short of locomotives. In cases where there was no surplus of locomotives anywhere, and where additional locomotives were far more needed, in the public interest, in some sections than in others, there was under private management no way under peace conditions of taking locomotives from the line where the public interest needed them least and putting them into service upon the line where the public interest needed them most. There was no way in which locomotives could be mobilized so that they can be used where they will do the public the most good. This, of course, has been accomplished under unified control and will be to an increasing extent.

The availability of locomotives depends upon their being in good repair, and the ability to repair them depends upon the shop capacity. Under private control each railroad company has had its own shops. If those shops are taxed to their capacity, it is not generally speaking, convenient to turn additional locomotives, needing repair, over to the shops of other railroad companies in order to receive the repairs. The result is that shops of some railroads may be partly or largely idle and shops on other railroads may be wholly unequal to the tasks confronting them. Yet private management has never been able to work out any comprehensive and effective way for "matching up" the demand and supply of locomotive shop capacity. This important matter has been handled with great success under unified control and can be developed so as to be handled more systematically and successfully as time goes on.

### Competition

Under private management there has also been an unnecessary use of locomotive power through duplication of train service for purely competitive reasons, whereas under unified control trains can be consolidated so as to release for useful service many locomotives which before had been used merely in transportation rivalries, and without carrying loads to their full capacity.

It is obvious that cars cannot be mobilized and utilized to the best interest of the public as successfully under diversified private management as they can be under unified control. When each railroad company is intent upon the traffic which it can obtain for its own line, it is inevitable that the most carefully drawn rules will not be fully carried out and that there will be a temptation, frequently irresistible, for a railroad company to retain cars for its own purposes, when the public interest requires that these cars should be devoted to some other purpose. It is also true that the handling of empty cars, so as to get them in the quickest time to the place where they are most needed, cannot be handled as well under private control, because the transportation of the empty car gives the transporting railroad no revenue, and hence it is not disposed to incur any such transportation, except to the extent that it has had the benefit of the car when loaded and produced revenue. And yet, in many instances, in order to reach the place where it is most needed, the car ought to be hauled by a line which has enjoyed no revenue from the car when it last moved under load. The results of unified management show important advantages resulting from unified control of the car supply. These advantages are strikingly apparent in the case of special types of cars, as for example, tank cars and refrigerator cars.

As a permanent solution of the railroad question ought to give the public the advantage in times of stress of the mobilization of locomotives of locomotive-repair shops, and of the handling of all equipment in the public interest, including the emergency handling of empty equipment.

railroad question ought to give the public the advantage in times of stress of the mobilization of locomotives of locomotive-repair shops, and of the handling of all equipment in the public interest, including the emergency handling of empty equipment.

(To be Continued)

### WHERE PACKERS PUT THEIR PROFITS

CHICAGO, Ill., Jan. 29.—Consider the poor, down-trodden calf skinner—likewise the equally poor and equally down-trodden boner of chuck. The calf skinner, diligently plying his trade at the Chicago stockyards, and the boner of chuck—by diligently wielding a wicked cleaver at the same place—can earn but a mere trifle—but here are the official figures:

Carl Meyer, attorney for the packers at the recent wage hearing before Judge Elschuler, produced pay vouchers showing the calf skinner received for fifty-six hours' work \$112, while the chuck boner received \$74 for a sixty-two-hour week.

Of interest to the general public was the prediction of Meyer that as demobilization continues large quantities of food released by the government for civilian consumption will bring the present peak prices for food tumbling down to within the reach of the man less fortunate than the poor, down-trodden calf skinner and the boner of chuck.

### THE FREEDOM OF THE SEAS

Sympathetic Friend: "How do you feel now, Ed?"

Seaside Soldier: "Don't ask me; but if you know any guy that wants the freedom of the seas, tell him he can have it. I ain't got no use for it!"

Scissors, pocket knives, razors, manicure goods of every kind, as well as flashlights and batteries. You will find a nice stock of these at Silverthorn's.

Y. M. C. A. Educational Department. Short-hand and typewriting. Day classes, 10:00 a. m. to 3:30 p. m. Night

### THE COMPUTATION OF INTEREST

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.

United States National Bank  
La Grande, Ore.

### Tells How Roosevelt Rode 98 Miles on Horseback in Seventeen Hours

KNOXVILLE, Jan. 29.—The story of how Roosevelt rode ninety-eight miles on horseback in seventeen hours ten years ago this month is related by a friend here. The last thirty miles of the journey was made in sleet and rain. When Roosevelt reached the White House his coat and hat were covered with frozen sleet. Four relays of horses were used on the trip, the first and last stages of the journey being made by the president on "Roswell," one of his favorite chargers. President Roosevelt said upon his return that the trip was made to "prove to critics who have found fault with the recent order requiring army and navy officers to take a physical examination that if a President, who is not in training, can ride ninety miles plus in one day, without being put to bed thereby, it is not too much to expect of men who are supposed to be in the best of physical training all the time to ride ninety miles in three days." In less than an hour after his arrival at the White House Mr. Roosevelt had changed his clothing and appeared in the dining room ready for a hearty meal.

### KEEPING MEDICAL OFFICERS IN ARMY

WASHINGTON, Jan. 29.—Responding to a query as to why medical officers were not discharged from the army more rapidly, Surgeon-General Ireland said Monday, that in discharging 7051 of the 16,000 medical officers who are on duty in the United States, the army had dispensed with the services of many it could ill afford to lose.

In army hospitals in the United States now, the surgeon-general said there are 65,529 occupied beds and between 65,000 and 75,000 sick and wounded soldiers in France are to be sent to this country for further hospital treatment.

### PLAN ROOSEVELT DAY FOR NATIONAL HOLIDAY

WASHINGTON, Jan. 29.—A bill setting aside October 27th as a national holiday to be known as "Roosevelt day," was introduced Saturday by Representative Bacharach of New Jersey and referred to the house judiciary committee.

### MONEY TO LOAN

On improved real property in Union county. No delays. Current rates. La Grande Investment Co.

Watch for the first symptom of hoarseness, and give Chamberlain's Cough Remedy at once. It is prompt and effective.—Adv.

PAY NOW. January 30th is the date for final payment on Fourth Liberty Loan bonds. La Grande National Bank. 1-25-5t

### The Observer's Classified Ads.

WANTED—Miscellaneous.

WANTED—Lot close in, 60x100 feet, paved street. Will pay fifteen hundred dollars (\$1500) cash. Write L. care Observer. 1-28-3t

WANTED—Good first-class milk cow. Phone Red 5561. 1-25-5t

HOUSE WANTED—Three or four roomed house, furnished, wanted immediately for permanent rent, if possible. Must be close in, modern, and on south side of tracks. Phone Silverthorn's Drug Store. 1-20-4t.

WANTED—Plain sewing. Mrs. Norma Webb, 1105 O avenue. 1-20-12tp

FOR SALE—Rome Beauty apples, \$1 per sack. Phone Black 1062. 1-28-3t

FOR SALE—Setting hens, day old chicks and hatching eggs from select matings of Blue Rock Hens. My egg record open for inspection. C. S. Shultz, 1904 N. ave. Phone Black 3961.

FOR SALE—40 head thorough-bred Chester White hogs. 10 sows with pigs in spring. Call Ed Ford, Arcade theater. 1-28-4t

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

Rome Beauty Apples for sale. Will deliver. Phone Red 3374. 1-24-6tp

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

EGGS FOR HATCHING—From pure-bred Buff Wyandottes. Prize winners. Heavy layers. Choice table fowls. \$2.00 for 13 eggs. Ira E. 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. 1-17-1t

REWARD Reasonable reward given for return of keys picked up at postoffice January 14th. Jack Oliver. 1-22-4t

MONEY ON CITY PROPERTY Jack Oliver has money he will loan on city property in very easy terms. 1-1-30t

### FOR SALE—Real Estate

WHEAT LAND—Palouse county, 300 acres, all tillable, 250 now in cultivation, 225 of this is now plowed ready for crop. Place is equipped with machinery and stock. Will take town property or good paper for \$5000, and one-half of the crop until place is paid for. Security Land & Savings Co. 1-28-3t

TWENTY ACRES just in the edge of town, some orchard, but every foot of the tract is best of soil, and for less than \$200.00 per acre. About \$700.00 cash would handle it, then yearly payments. Box 904, La Grande, Ore. 1-28-3t

### FOR RENT

FOR RENT—Apartment. Stove heat. \$16. Call Darland hotel. H. C. Lawyer. 11-27-1t

TO RENT—Neatly furnished steam-heated rooms, block from Y. M. C. A., 1607 Sixth street. Phone Main 701. 1-27-6tp

FOR RENT—Furnished rooms. Phone Red 3171. 11-29-1t.

FOR RENT—Nice cozy rooms from \$12 up. 1519 Adams. Phone R2901. 1-13-1t

FOR RENT—Furnished housekeeping rooms. Black 1202. 1-14-4t

FOR RENT—Furnished housekeeping rooms. Call Black 831. 1-14-4t

### LOST AND FOUND

LOST—Auto chain, 32x3 1/2 between La Grande and Island or the Iowa school house. Saturday. Reward. Phone Farmer 21-x. L. M. Hoyt. 1-27-3t

LOST—Black seal muff left in station this morning. Phone M-37. Reward. 1-20-5t

LOST OR STOLEN—Lincoln bicycle with green frame. Notify J. D. Lynch. 1-16-4t

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.

A classified ad will bring results.



"La Camille" is superior to any other front lace corset, for without the Ventile 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

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A complete line always on hand, priced at \$2.50 up.  
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Oak Street.

### Professional Directory

COCHRAN & EBERHARD—Geo. T. Cochran and Colon 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-Jacobson Bldg., rooms 2-10-17, La Grande, Oregon.

O. E. MILLER—Architect, room 27, New Foley Bldg. Phone Red 1871.

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.

DR. H. W. RILEY—Graduate Veterinarian. Hospital, 1409 Madison Ave. State Station inspector and inspector of stock for shipment. Home Independent Phone, Black 43; Farmers Co-operative Phone, Main 112.

REMEMBER GOODING COLLEGE. Gooding, Idaho. Practical business courses, review subjects, regular college work and summer school. 12-19-1t

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., 9 a. m. to 6 p. m.

J. J. MURCHISON, C. C. 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 K. 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. 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.

ABB 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. 50 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, Di. HARRY SWART, Sec.

B. F. 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.

R. J. GREEN, Exalted Ruler. A. B. CHERRY, Secretary.

ROYAL NEIGHBORS—14th Camp meets every second Friday afternoon and every fourth Friday evening, every month in E. P. hall. All visiting members cordially welcome.

HENRIETTA GRASSE, Grand. MARY L. WEST, Recorder.

KNIGHTS OF PYTHIAS—Red Cross Lodge, No. 25 meets every Monday night in Church Bldg. (E. of P. Bldg.) 2 Pythias welcome to all visiting Knights.

J. L. WORTHINGTON, C. C. W. L. GREEN, S. of G. & S.

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THE DIAMOND BRAND. Relief for all ailments. Sold by Druggists Everywhere.

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IT'S no longer necessary to send South for **Brer Rabbit**, the real New Orleans Molasses and you have the sweet, pure molasses that everybody knows as the "real New Orleans Molasses from New Orleans."

Remember—**GOLD LABEL Brer Rabbit** is a special high-grade New Orleans Molasses. It is delicate and sweet in flavor and light in color.

**GREEN LABEL Brer Rabbit** is stronger in flavor, slightly darker in color and costs less than the **GOLD LABEL**.

For table use—on pancakes, biscuits, waffles, as a spread on bread for children, ask for **GOLD LABEL Brer Rabbit**.

For baking cakes, cookies, ginger bread, bran bread, candies of all kinds, either the **GOLD LABEL** or **GREEN LABEL Brer Rabbit** is splendid—depending on your personal taste.

When a light color and milk flavor is desired, **GOLD LABEL Brer Rabbit** is recommended.

For a darker color and stronger molasses flavor, the **GREEN LABEL** is generally used.

**FREE**  
Everybody knows what wonderful cooks the Creoles of New Orleans are. Write us for the free **Brer Rabbit Cook Book**. It tells you how simply the **Dessert Problem** is solved down South. Write today. Penick & Ford, Ltd., New Orleans, La.

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