

SHIPPERS URGED TO HELP SAVE CARS

Progress Made in Relieving Traffic Congestion, but Big Task Remains.

DYER EXPLAINS SITUATION

Southern Pacific Official Points Out That Merchants Can Aid by Placing Package Orders 48 Hours Earlier.

Car saving is being accomplished to a notable extent by the Southern Pacific Company, according to J. H. Dyer, assistant general manager, with headquarters offices in the Yeon building, but more attention should be given to the subject by shippers.

Between July 1 and November 1, this year, according to Mr. Dyer, the system saved 25,403 cars, based on the average tons per car for the same period of last year.

The Portland division of the Southern Pacific saved 4773 cars, or 14 per cent of the above number, but the saving is less than carload service was relatively small, due to daily service being maintained to practically all points.

Merchants in Position to Help. "The merchants can perform a great service," said Mr. Dyer, "if they will place package orders 48 hours earlier and permit equipment to be loaded to maximum capacity.

"While in Oregon the Southern Pacific tonnage per car, including all commercial commodities, has increased from 25.1 in July to 27.8 in October, 1917, there are still many lightly loaded cars moving this country.

"If these shippers could fully realize just what this work amounts to, they would not doubt fall in line. Were it not for the saving made by other shippers, they would feel the present car shortage much more and they should bear in mind that the cars they are now loading might have been made available to their earnest efforts of some other shipper.

Shortage Greatly Reduced. "To illustrate just what this means, on one day recently, the Southern Pacific lines were short in this state 1,220 cars of all classes. Incomplete figures, which are reliable for the purpose, show this shortage would have been reduced to 200 cars if the cars were not been made since July 1 by intensified loading.

"This, in general, is a very fine showing. However, the present car shortage that had all loaded as well as the best in all lines of shipping, an additional 4518 cars could have been saved. This number of cars available for use today would relieve the situation in the Northwest to a large extent, if not fully.

"Statistics are not available to show the cars made available by more prompt loading and unloading, but this feature has added greatly to the car supply. However, there are still many cars which would relieve the situation in the Northwest to a large extent, if not fully.

Individual effort is the solution to the present situation. If each car is treated individually, loaded to its maximum capacity or capacity is released promptly, the transportation lines will soon be able to supply cars."

TRAFFIC IS TO BE POOLED (Continued From First Page.) President Wilson during the day by heads of the four railroad brotherhoods, who signed a petition of loyalty to Government administration.

ERIE RAILROAD CLOSED UNDER NEW REGULATIONS

Other Eastern Railroad Representatives Expected to Be Called In at Once.

FEWER TRAINS PREDICTED

Direct Routing and Application of Engines Now Hauling Passengers Regarded as Likely to Help Relieve Car Shortage.

The first effect of Government operation of the railroads of the United States to make itself known in Portland came yesterday, when a telegram was received by J. H. Platt, general agent here for the Erie, directing him to close the Portland office in the Railway Exchange building and report at Chicago. He probably will take a position there with the Erie office.

The move was not entirely unexpected, in that rumors have been flying about for some time that foreign lines here would close their offices and quit operations here.

Speculation is aroused as to what will be the effect on other offices on Railroad Row, particularly the representative offices of the Great Lakes, Erie and Chicago and St. Paul.

The Council of Defense has already ordered taking over the operation of the railroads during the period of the war after an interesting avenue of speculation. There is, of course, to be co-ordination of all railroads under one head so that the Nation's business, that of war, may be handled efficiently.

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Compensation is Discussed. Congress might establish this basis of compensation, virtually the lease rate for the period of Government operation, but it could not compel any road to accept the terms, and a company would have recourse to the courts if it considered the rate too low.

The size and interest rate on securities issues would be subject to the Interstate Commerce Commission's approval and the rate would be limited to a minimum of 4 per cent and a maximum of 6 1/2 per cent.

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PROBE IS NARROWED Coal Inquiry Is Restricted by President's Action

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IMPROVEMENT IS IN SIGHT Government Control of Railroads Will in Part Solve Transportation Problem—Hoover to Testify on Sugar Today

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