Light Four

Platoon Move, They Say.

villys-Grerlâ.

FOR LONGER TRAINS

R. J. Clancy, Southern Pacific Official, Says Speedier Freights No Remedy.

EXPENSE GROW

Car Shortage Can Only Be Met. He Suggests, by Faster Handling and Capacity Loading and Hauling Methods.

Longer, not faster, freight trains are needed to relieve the traffic congestion in the East and the car shortage in the West, says R. J. Claney, assistant to the general manager of the Southern Pacific, who was here on official business yesterday. Ever since the car situation became acute, the railroad managers have been

acute, the railroad managers have been bombarded with all kinds of free advice on the subject. One theory persistently suggested by the lay mind is increased speed for freight trains. This school of railroad philosophy found expression in about 20 State Legislatures this Winter in the shape of bills limiting the number of cars in a freight train. One such bill was introduced in the Oregon Legislature, but defeated.

While granting the good intentions

but defeated.

While granting the good intentions of the legislators who propose such laws. Mr. Clancy dismisses their ideas with a homely simile:

"A locomotive is like a horse," he said. "The faster it runs, the less it can pull. Increased speed, therefore, means shorter and more trains to move the same number of cars, or the same amount of traffic. Meeting points between trains moving in opposite di-rections multiply rapidly with the in-crease in the number of trains. For instance, four trains each way produce 16 meets and five trains each way 25

"Shippers must learn how to load their cars. Nearly half the car space now in the service of American railroads is being wasted."

Then he went on to show how the shippers are misusing their freight-car space. The average "carload" handled by the railroads approximates only 55 per cent of capacity, he said, while cars carrying the "less-than-carload" traffic are loaded only 19 to 22 per cent of capacity.

Another contributing evil is the delay in loading and unloading, says Mr. Clancy. Loss of efficiency in this connection, together with the failure to load to capacity, gives the American public the use of only about 15 per cent of the available car service.

Maximum Use Suggested.

It would require all the surplus cap-ital at the railroads' disposal to meet this useless demand. Money that could be used in permanent betterments and improvements would have to be spent in buying additional locomotives and

paying additional train crews.

"Moreover, the public would get no compensating benefit, neither in improved service, nor in new permanent "On the other hand, I believe the

service would be seriously crippled and the efficiency dangerously impaired."

STORY IS BY MISS MONROE

Portland Author Has Series Running in Saturday Evening Post.

week's issue, has the first of a series of stories of business life written by Miss Anne Shannon Monroe, of this city. The story is entitled "Making Business Men." and it portrays the business joys and troubles of the firm operas remembers Miss Duffield for the fitner & Binks, his educations of Bittner & Binks, his educations of the roles she sang as prima donna with of Bittner & Binks, big advertisers. The kernel of the story is that wise bit of wisdom known as Bittner's "Fifty Business Principles." There is much pleasant humor in the recital, and it is so bright that the story is decidedly worth reading. The second of these stories, it is announced, will

J. M. McKinley, of Bend, is an arrival M. Ahnert, of Vancouver, Wash., is at

J. C. Allen, of Rainier, is registered at the Cornelius.

S. H. Webb is registered at the Mult-nomah from Astoria. F. D. Hare, of Huntington, is regis-tered at the Perkins.

W. T. Pinkerton, of Fairbanks, Alas-ka, is at the Cornelius. Hozle M. Newsom, of Salem, is registered at the Seward.

C. H. Osborn, of Salem, arrived at the Imperial yesterday. H. J. Feinberg, of Seattle, is an arrival at the Multnomah.

C. L. Roadhouse, of Berkeley, is registered at the Portland.

A. B. Mystrom is registered at the Portland from Pullman.

H. M. Johnson is registered at the Multnomah from Eugene.

The entire industry is dependent upon 40 per cent of the stock being subscribed and paid for by April 1, and the listing of the milk from 300

is registered at the Cornellus with Mrs.

S. H. Probert, of Salem, is registered at the Carlton. Charles H. Gion, of Corvallis, is an arrival at the Carlton. Miss B. Baker is registered at the Washington from La Grande.

H. A. Brown, of Centralia, Wash., is registered at the Washington. Mr. and Mrs. C. H. Lawson, of Gold-endsie, are registered at the Cornelius. A. F. Duslisure, of Albany, was among yesterday's arrivals at the Carl

O. G. Simpson, of the Oregon Agri-cultural College, is registered at the FRIDAY REGISTRATION DAY Mr. and Mrs. C. R. Lonergan, of Sp kane, are among the arrivals at the Portland.

Farris E. Stocker and Mildred Earley, of Salem, are among the arrivals at the Seward. J. D. Benoît left yesterday for a brief visit to Astoria. He will return Mr. and Mrs. F. E. Judd and Henry



Miss Laura Riley, Who Will Con-duct Course for Domestic Em-

C. Judd, of Pendleton, arrived at the Portland yesterday. Governor Withycombe, who is mak-ing a brief visit in the city, is regis-tered at the Imperial.

"Each meet causes a delay to one and often to both trains. These delay soon absorb any time that might be gained from increased speed.

"So it is readily appeared." and often to both trains. These delays soon absorb any time that might be gained from increased speed.

"So it is readily apparent that decreasing the size of trains results not only in an increased cost of service train crews are required, but also in a slower average movement for all trains and traffic."

Mr. Clancy has his own ideas about the car shortage and the cause thereof. His ideas are based on figures, and his conclusion is this:

"Shippers must learn how to load"

birth yesterday of a daughter.

Mr. A. Leonardo, of Grand Dailes, Klickitat County, Washington, are in Portland visiting for acveral days at the home of Mr. and Mrs. Abner Briggs. of Dilley, Mrs. Harry P. Best passed suddenly after a four weeks' illness of inflammatory rheumatism, the immediate cause of prover in Klickitat County, is on his way to Olympia where he will attend the legislative ball at the invitation of Mr. and Mrs. J. C. Crawford. Mr. Crawford is the representative from the Second District. Mr. and Mrs. Leonardo will leave tomorrow for the north and wreck near Gawego, Mrs. Best has been making her home with her parents.

Maximum Use Suggested.

Probably the quickest and most effective means of meeting the car situation, suggested Mr. Clancy, is for the shipping public to speed up and use all the car service at its command and for the railroads to get the maximum service out of locomotives and rolling stock. This the railroads should be permitted to do, he insisted, and no unnecessary restrictive legislation should be imposed to hinder them.

"If the number of cars in a train were to be limited by law," he added, "If the number of cars in a train were to be limited by law," he added, "Creek country, recently killed a mamnor of the sales of the gales it is a story such as would have been creek country, recently killed a mamnor of the sales of the gales of the gales of the gales it is a story such as would have been creek country, recently killed a mamnor of the opera is common or presenting the opera is common or presenting the opera is common or comm of the ring.

Mrs. De Lat had apartments at the
Ansonia Hotel, and the ring was delivered by an express messenger during

ployed Persons Planned.

Miss Lilian Tingle and Miss Laura Riley Will Conduct Classes, Which Will Be Free Except for Materials.

A new short course in cooking and serving, intended particularly for house employes, will be organized next Friday, March 2, at the Benson Polytechnic School for Girls, Fourteenth

technic School for Girls, Fourteenth's and Morrison streets. The class will be in charge of Miss Laura Riley and will include both demonstration and practice lessons in the preparation and service of typical family and informal company meals.

Many employers are, or would be, willing to allow extra time to an ambittous girl who is anxious to improve her methods, or who lacks training in the elementary principles of serving. The course is intended for house-hold employee exclusively. Those enhold employes exclusively. Those en-rolling will pay for the materials used, but fultion is free.

but tuition is free.

Miss Lilian Tingle and Miss Riley will meet all students next Friday at 2 P. M. for registration. A special course of 10 lessons will then be planned to suit the particular needs of those present. Considerable interest has already been shown and a good attendance is expected. The class will meet every Friday from 2 to 3:30. The cost of materials will be \$1.

Miss Riley is a graduate of Staub Institute. She has been very successful in classes for housekeepers as well as in the regular courses of the Benson Polytechnic School for Girls. A housekeeper's practical course in cake, bread and pastry baking, under Miss Riley,

and pastry baking, under Miss Riley, will also be enrolled next Thursday at 2 P. M.

MRS. HARRY BEST BURIED

Widow of Man Killed by Train Follows Husband in 1 1-2 Years.

wreck near Gswego, Mrs. Best has been making her home with her parents while taking a course in a Portland business college. Her death came unexpectedly while she was talking to her mother and the family thought her out of danger. The body was taken to Forest View Cemetery at Forest Grove for interment. Mrs. Best is survived by her parents, Mr. and Mrs. Abner Briggs; a sister. Miss Elizabeth Briggs, a teacher in the high school at Gaston, and a brother, Wilford Briggs, now of Portland.

ORIENTAL ROMANCE IS SUNG

"The Rich Countess" Is to Be Pre-

hills near this city. The animal measured eight feet from tip to tip. He obtained a bounty of \$10 for his prize. The opera was composed entirely of Portland men, all studies animals are scarce in this sec- Sang Leung.

BLANCHE DUFFIELD STAR OF "THE PRINCESS PAT" OPERA

Popular Singer Has Won Renown in Many Roles and Is Attractive to the Eye as Well as the Ear.

ISS BLANCHE DUFFIELD is the featured member in the new Herbert Blossom operetta, "The Princess Pat," which comes to the The Saturday Evening Post, in this seek's issue, has the first of a series successful long runs in New York,

operas remembers Miss Duffield for the roles she sang as prima donna with DeWolf Hopper. She was also a fa-vorite in Henry Savage's original pro-duction of the Hungarian operetta, "Sari," for an entire season at the New Amsterdam Theater, New York. Her debut was made as Marguerite in "Faust."

PERSONAL MENTION.

E. M. Brooks, of Shoals, is at the Perkins.

W. R. Apperson, of Salem, is at the full-blown beauty of the brunette type and is admirably fitted to grace grand opera. Speaking of her reputation for W. R. Apperson, of Salem, is at the fulthorman.

L. Johnson, of Silverton, is at the Vashington.

E. Hofer, of Salem, is registered at the Imperial.

A. L. Palmer, of Boston, is registered at the Seward.

ESTACADA MAY GET PLANT

Farmers' and Merchants' Club to Establish Cheese Factory.

ESTACADA, Or., Feb. 24.—(Special.)
—At a meeting of the Farmers' and
Merchants' Club of Estacada, a form of
organization was drawn up for the establishment of a cheese factory at Estacada. Subscription lists, now being
circulated, are meeting with a ready

The factory will be conducted on a co-operative basis, capitalized at \$4000, shares to be issued in denominations of \$10 each, no shareholder to purchase more than 20 shares.

George W. Bear, of Athena, arrived at the Porkins yesterday.

Mark Weatherford is registered at the Imperial from Albany.

Edgar G. Frye, of Cottonwood, Idaho, factory work.



Blunche Duffield, Who Is Fea-tured in "The Princess Pat,"

Officials Long Aware of Twoion that the time was not propitious, "therefore I can have no part in its recommendation." The Mayor, however, suggested that it was decided to submit the matter that efficiency be DEVELOPMENT IS TRACED considered, the number of chiefs dou-bled and proper levy for expense be provided. Our committee presumes that the Mayor gave us his various answers after proper conference with Chief Dowell. Chiefs Reported Opposed.

Chiefs Reported Opposed.

The first draft of the proposed ordinance was submitted to the firemen in the houses on January 17 and 18, and was submitted by W. S. U'Ren to the chiefs on or about the same dates. On January 21 a general meeting of firemen was held, and suggested amendments received. Although having full knowledge that the pisns were rapidly coming to a head, no suggestion, direct or otherwise, was received from any two-platoon system.

To quote The Oregonian: "Copies of as finally drafted was then distributed tiative petition now on the streets for a two-platoon system.

To quote The Oregonian: "Copies of the measure were presented to the fire officials Saturday for the first time by W. S. U'Ren, attorney for the firemen. Fire officials say the measure is broader than they expected," etc., etc.

Let us cite the facts. On or about September I, 1216, a petition was circulated in the firehouses as the initial move for the two-plateon system. This was signed by 343 firemen. No secrecy was involved. Every chief and official must have known of the fact. The petition was addressed to Mayor Albee and Chief Dowell, jointly, as rule 3 of the rules governing the Fire Bureau specifies that "no member thereof take any action or make any move affecting the bureau without having first received the approval of the chief."

Investigation is Requested.

The position or about street in the form of an initiative petition.

The Board of Fire Chiefs have seemingly approved and now is of the street in the form of an initiative petition.

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The Board of Fire Chiefs have seemingly approved to the adoption of a two-plateon system from the inception of the movement, as the following will indicate. On September 12, 1916, after listening to a report from Assistant Chief Stevens, the Public Safety Commission, of which Chiefs Dowell and Stevens are members, adopted a resolution condemning the two-plateon system from the inception of the movement, as the following will indicate. On September 12, 1916, after listening to a report from Assistant Chief Stevens, the Public Safety Commission, of which Chiefs Dowell and Stevens are members, adopted a resolution condemning the two-plateon system from the inception of the movement, as the following will indicate. On September 12, 1916 The petition read in part as follows: "In accord with rule 3 of the general entire department. (See press reports of September 13.)

The petition read in part as follows:
"In accord with rule 3 of the general rules . . . the undersigned members of said bureau do hereby petition for your approval of and co-operation in investigating, together with a representative committee selected by the signers hereto from among said signers, the advisability and the practicability of substituting what is commonly named the "two-platoon" system for it is named the "two-platoon" system for the present system, under which the Fire Bureau is operated, with the end in view of making such substitution if the findings warrant."

On September 20 this petition to the Mayor and the Chief, together with a conclusion on the matter is reached will you kindly notify the chairman of this committee of same, after which, if your approval is granted, a proper committee from among the signers will be provided for the purpose of conferring with you and presenting our arguments, information and data sustaining the same."

On September 23 the Mayor advised the committee as follows: "Referring to your letter of the 20th instant requesting permission."

Mayor's Permission Obtained.

The department. (See press reports of september 13.)

Opposition Declared Unfounded.

Records from other cities where the two-platoon system has operated successfully over a period of several years show and prove that all alieged reason for opposition given now by the officials have no foundation in truth or experience. Chief Stetson, of Seattle, a bitter opponent of the two-platoon before its adoption in Seattle, since reports increased cost of less than 30 per cent. Incidentally insurance rates in Seattle of the cost than 1 Portland, with less fire loss by \$1,000,000 during a period corresponding with a like period in portland, during which the greatest reduction of cases was made by our department in efficiency, if the cost will be between \$200,000 and \$300,000 in excess of the present cost. If it turns over to the more control of the bureau, why did not the Board of Chiefs stop that the provided

dressed another communication to the to his family to protest, when in the The menu for the luncheon included Mayor and Chief Dowell saying in part:

"Our executive board is now ready to take up the proposed legislation necessary for the change and is most desirous of having your valued co-operation... that Portland will gain the greatest possible good in all branches of the Fire Bureau." In reply to this letter, delivered by the committee, the Mayor answered under date of November 21 and expressed the opinion that the time was not propitious.

Two-Platoon committee, when in the light of other cities' experiences, this was not propitious, ight of other cities' experiences, this light of other cities' experiences.

Space forbids further detail, which will be cheerfully given, with authorities of addresses were made and the favorable outlook for business during the complex of addresses were made and the favorable o

Success

Overlands in use now represent a public investment of nearly

During 1917 the public will buy Willys-Overland Motor Cars

All this has been accomplished in eight short years by steady, consistent, unswerving, unremitting effort and steadfast ad-

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They should be considered when you buy your next car.

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TWO-PLATOON COMMITTEE.

MR. BALE HOST TO GROCERS

See Factory in Operation.

A. J. Bale, manager of the Pacific Coast Biscuit Company, was host to approximately 100 of the grocers and merchants of Oregon at a luncheon Twelfth and Davis streets, Wednesday

TIZ" FOR TIRED, PUFFED-UP FEET

Instant Relief for Sore, Aching, Tender, Calloused Feet and Corns.



You're footsick! Your feet feel tired

and sore-proof. "Tiz" takes the pain and burn right out of corns, callouses and buntons. "Tiz" is the grandest foot-gladdener the world has ever known. Get a 25-cent box of "Tiz" at any drug store and end foot torture for a whole year. Never have tired aching, sweaty, smelly feet; your shoes will fit fine and you'll only wish you had tried "Tiz" sooner. Accept no substitute.

That's what thousands sufferers are doing now. Insteading tonics, or trying to patch up a poor digestion, they are attacking the real cause of the aliment—clogged liver and disordered bowels.

Dr. Edwards' Olive Tablets arouse the liver in a soothing, healing way. When the liver and bowels are performing their natural functions, away goes indigestion and stomach troubles. If you have a bad taste in your tongue coated, appetite poor feeling, no ambition of the store o

over to the men control of the bureau, why did not the Board of Chiefs stop the divise you that you are hereby granted such permission."

Mayor's Permission Obtained.

The committee from the firemen was appointed and instructed to wait on the Mayor, which it did. It was learned the officials did not care to discuss details with the committee, but informed it that permission was granted to go ahead and place the matter before the voters. This permission was incorporated in a letter from the Mayor on November 17 the committee ad-

KIDNEYS BOTHER

Eat Less Meat Also Take Glass of Salts Before Eating Breakfast.

Uric acid in meat excites the kidneys, they become overworked, get sluggish, ache and feel like lumps of lead. The urine becomes cloudy, the bladder is irritated and you may be obliged to seek relief two or three times during the night. When the kidneys clog you must help them flush off the body's urinous waste or you'll be a real sick person shortly. At first you feel a dull misery in the kidney region, you suffer from backache, sick headache, disziness, stommon gets sour, tongue coated and you feel rheumatic twinges when the weather is bad.

Eat less meat, d nk lots of water; also get from any pharmacist four Uric acid in meat excites the kid-Eat less meat, d nk lots of water; also get from any pharmacist four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean clogged kidneys and stimulate them to normal activity, also to heutralize the acids in urine, so it no longer is a acids in urine, so it no longer is a source of irritation, thus ending bladsource of irritation, thus ending blad-der weakness.

Jad Salts is inexpensive, cannot in-jure, makes a delightful effervescent lithla-water drink, which everyone should take now and then to keep the kidneys clean and active. Druggists here say they sell lots of Jad Salts to folks who believe in overcoming kidney trouble while it is only trouble.—Adv.

STOMACH UPSET?