

U. S. OPERATION OF RAILROADS IS COSTLY

Howard Elliott of the Northern Pacific Gives Figures.

LABOR QUESTION TOUCHED

Noted Railroader Pleads for "Regulated Competition, Private Control and Fair Wages."

CHICAGO, March 8.—The early return of the railways to operation by the companies which own them and the passage of constructive legislation to enable private operation to be made successful were advocated by Howard Elliott, chairman and president of the Northern Pacific railway. In an address before the Commercial club of Chicago at a dinner here tonight.

Mr. Elliott presented some data which brought out contrasts between the situation on the railways under private and under government operation.

"The Pennsylvania system," he said, "furnishes 12 1/2 per cent of the total ton mileage and 12 1/2 per cent of the total passenger mileage of the steam roads of this country. On December 31, 1917, that system had 232,600 employees and on December 31, 1918, it had 273,101 employees. Although the ton mileage handled in 1918 was less than in 1917 (the railways in 1917 being under private control) nearly 40,000 more employees were required to handle the smaller volume of business.

Government Operations Costly.

"These statements are not made in criticism of the railroad administration or of members of it, but simply to emphasize the point that the system of government operation is not productive of the best results. With the same railroads a little better equipped in 1918 than in 1917, and the same officers and men, but with different organization and direction, and with the head men working as hard as human beings could work and with vast war power and freedom from restrictive laws, government control had the effect of reducing that tireless energy and individual initiative so important to the success of any enterprise, and the total output of the railroads was less than in 1917 and was very much more costly to the country."

"The railway executives do not believe in the so-called region plan under which all of the railroads in a given territory are to be merged into one system. They believe that the geographical, economic and social conditions are so different from those existing in foreign countries that we must solve our problem in our own way and not adopt a plan because some other nation may have experimented with it.

Observation Held Necessary.

"Small, unsuccessful, and so-called 'weak line' roads that are depending upon their connections with the great trunk lines, must gradually be absorbed and become a part of the larger systems, just as has been done in the past.

"Regulated competition, especially as to service, should be continued between the great systems. Without reasonable competition, development and the introduction of the most improved and advanced methods for giving service to the public will be checked.

"What is called the labor question is, of course, one of the most serious and difficult confronting the whole world, the railroads in particular, and there must be a broad view of it and a spirit of give and take by all classes of people. All good citizens desire to see wages and living conditions improve, but there is a limit to what commerce and industry can pay and survive. It is surely better to have reasonable wages and continuous employment rather than force wages so high that industry languishes, for then the wage earners themselves will suffer most of all.

Transportation Vital Need.

"An effective transportation machine is vital to the interests of the nation in war and peace. Its importance justifies having a man in the cabinet who confers on an equality with other cabinet officers dealing with real national questions and resources, and to present the transportation needs of the nation directly to the president and his advisers. He would not manage and operate the railroads and more than the secretary of agriculture manages and operates the farms of the country.

"Some have suggested that the government guarantee fixed return upon railroad property. The railway executives believe that a guarantee would tend to reduce initiative and retard efficient management, and they do not ask for it. They believe, with adequate rates, reasonable liberty to act and good management, roads that were wisely planned, honestly financed and well managed can sustain themselves. Poorly located or unwisely promoted or badly financed roads may have to reorganize or merge with other roads.

"Some of the great labor organizations have suggested that the government purchase all the stocks of the companies and own the roads subject to bonds—all the roads to be then managed as a national system by a board to consist of an equal number of directors and appointed by the president, by the officers of the roads and by the employees. This would eliminate competition and put vast power in this proposed board."

BIGAMIST IS SENTENCED

Soldier With Two Wives Must Serve Six Months.

JEFFERSONVILLE, Ind.—Carl Carman, age 28, pleaded guilty to a charge of bigamy in the Clark circuit court and was sentenced to serve six months at the state farm. He married Miss Roxie Kimmel at Patmos, Ind., on January 18, 1913, and lived with her until he entered the army last year and was sent to Camp Taylor. Without obtaining a divorce he married Miss Honora Potter of Louisville, age 19, daughter of a policeman, on December 7, 1918. In this case.

Carman was arrested at Camp Taylor on January 14 and later pleaded guilty in the court of James S. Keigwin, a justice of the peace. His legal wife and the other woman have visited him regularly at the jail here ever since.

Mrs. Carman did not wish to prosecute her husband and offered to take him back if he would give up the other woman. This he refused to do. He pleaded with his wife to divorce him and continued to show his preference for the second woman, who visited him almost every evening at the jail. Mrs. Carman still insists she will not divorce



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Leading Clothier Morrison at Fourth

her husband. She made the affidavit on which he was tried and convicted and was present today when he received his sentence.

SEARCH FOR WILL STARTED

Document Not Available When It Is Wanted in Contest Case.

LOGANSPORT, Ind.—Search is being made through the vaults of the Cass county courthouse here for the will of D. D. Dykeman, which was not to be found when wanted in a case which is being conducted in this city before E. C. Martindale of Indianapolis as master commissioner of the United States district court.

Mrs. Pauline Levinson-Powers of Peoria, Ill., who claims to be a daughter of Mr. Dykeman, who was a judge in Logansport prior to his death, is trying to break the will, which bequeaths the city of Logansport a hospital and public parks. When Lew Wallace of Indianapolis, an attorney, who is representing Mrs. Powers, sought to introduce it in evidence here Tuesday the instrument could not be found.

Attorneys for the city introduced a document which purported to be a contract signed by Mrs. Powers, and in which, for a consideration, she is alleged to have relinquished all claims to the Dykeman estate, but Mrs. Powers, on the witness stand, declared that she never signed the document.

An allegation of the complaint filed by Mr. Wallace alleged that undue influence had been used in the drawing of the will, but he withdrew this paragraph Tuesday and said that he would show that Mr. Dykeman was of un-

BRITISH FORCE ON RHINE

Details of Troops Include All Branches of Service.

LONDON, Friday, March 7.—The British army on the Rhine includes a division of cavalry, made up of 12 regiments, a statement issued by the war office today regarding the make up of the army shows. There are five battalions of cyclists in the force and 12 battalions of tanks, while the artillery comprises 260 batteries of all kinds. There are 32 squadrons of the royal air force attached to the army.

Of infantry there are 182 battalions, with 30 light trench mortar batteries. The engineers, the army service corps, the signal corps and other technical organizations are of a size to correspond with the main force of the army.

HERO FILMS TO AID DRIVE

Experiences of 12 Veterans to Help Victory Loan Campaign.

SAN FRANCISCO, March 8.—Distinguished service crosses have been awarded to 12 heroes whose homes are in the 12th federal reserve district.

NEW PREPARATION GIVES CLEAR, WHITE SKIN

NO woman can afford to have a bad skin. There is nothing that destroys beauty so absolutely as an oily, spotted, pimply complexion or a sallow, uninviting skin. Today it is unnecessary to suffer from such disfigurements. A simple, easy treatment that is within the reach of every pocketbook has been perfected and its results are

little short of marvelous. This is Santiseptic, a delightful lotion. If the person with a bad skin will follow directions given, the results will be simply amazing. It is a skin bleach and purifier that is perfectly harmless and can be used on the most delicate skin. Santiseptic is easily procured at drug and department stores.—Adv.



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It was announced by the district liberty loan headquarters here today. Their experiences in motion picture form and otherwise are to be a feature of the both in the local and federal courts and is attracting great interest here. A part of the testimony will be heard in Indianapolis after the hearing in this city comes to a close.

The men selected at Washington were Privates Grannis I. Syverson, Seattle; Harry L. Clausland, Anacortes; Captain Edward C. Allworth, Crawford, Idaho; Private Thomas O. Nelbour, Su-

per City, Ariz.; Corporal John H. Pruitt, Ray; The San Francisco men were Sergeant Phil C. Katz and Corporal Harold W. Roberts.

In one of the pictures in connection with the experience of these men, company of American troops was asked to don German uniforms. Every one of them "struck" and a company of actors had to be substituted.

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