

RAILROADS PREPARE TO HANDLE FUEL PROBLEM

Cooperative Work Undertaken to Minimize Enormous Coal Expense Which Now Aggregates Almost \$300,000,000 Per Year.

By Clarence E. Spayd.
(Publishers' Press Leased Wire.)
New York, Nov. 6.—The fuel problem is now confronting the big railroads of the United States, as well as the manufacturers. The individual consumer has been worrying with the question for some time, but his kick about the constantly increasing price has availed him little, the coal concerns simply ignoring his demands and showing the contempt for his futile remonstrance by tacking an additional 10 or 15 cents per ton to the price he is already paying. When he tells his local dealer that in Philadelphia the same quality of coal is selling for 75 cents a ton less than he is compelled to pay, he is told the difference in price is due to the larger freight haul. As coal is more easily transported to New York and the facilities for handling the product here are greater than anywhere else in the country, this argument falls flat, and the poor consumer goes on paying the same regularly increasing price. Now, however, a big change is liable to take place, because the railroads themselves are hard hit.

Railroads Cooperate.
Although many of the eastern railroads own or control indirectly coal mines, there are many more great transportation companies which have to purchase outright the coal consumed by their respective roads. A system has just been introduced whereby the railroads of the United States have inaugurated what is known as specialized societies, in their different roads. All these societies have now been organized into one body called the International Railway Fuel association. Its duties and objects are to advance the interests of its members in an educational way looking to the adoption of the best methods of purchasing, inspecting, weighing, distributing, handling and accounting for fuel. Included in the members are officers of railways and their assistants.

Enormous Cost of Fuel.
A prominent western railroad man this week stated that it had been an absolute necessity on the part of the railroads to better inform themselves on the fuel question. "You can understand how deeply we must be interested in this problem," said he, "when I tell you that we spend approximately \$190,000,000 annually for coal at the mines. Then you must add to this \$90,000,000 more to cover the expense of conveying the coal from the mines to the point of consumption and for transferring it from the cars to engine tenders, with the further item of accounting and general supervision expense. This, you see, brings the total fuel bill of the steam railroads in the United States to nearly \$300,000,000 a year when general business is prosperous."

In talking with a prominent United States senator from the south about the fuel question, he told me the government would in all probability take a prominent hand in the future development of the coal fields of the country.

He expected some action at the coming session.

Anxiety Over Car Supply.
This alleged freight car shortage continues to be the topic much discussed by most shippers of the east, and the persistent story that in the far west there are no empty cars brings all sorts of inquiring letters and telegrams to New York. I had a talk with Interstate Commerce Commissioner Charles A. Prouty the other day on this subject. He had just returned from Spokane, Seattle and other western cities, with other members of the commission. He said he could not see any car shortage in the Pacific coast section, although there were signs of congestion of freight traffic in the middle west and southwest. He told how the different big railroad companies are buying land for terminals in the Pacific coast region. This seems to be the basis of all the cry about car shortage. Judge Prouty is friendly to the proposed interstate commerce court. That is, he takes the position that if there is to be court review of the orders of the commission, it can be obtained with more expedition by a special court than otherwise.

Demand for Fruit Grows.
I find New Yorkers are eating more fruit each year, and this year local dealers attribute it to the activity taken by doctors and the enterprising fruit growers of the middle west and Pacific coast. Doctors have been recommending fruit as a diet, and added to this is the attractive advertising which these westerners have been keeping before the eastern markets. "Only a few years ago," said a big wholesale orange and apple dealer, "California and Oregon apples were little heard of, while now physicians frequently send orders direct to us specifying a certain kind of California, Washington or Oregon apple. We naturally cater to this kind of trade, which has now taken the lead for the rare varieties of fruits grown in the far west. The demand for bananas, pineapples and some of the other fruits has fallen off very much since the 'Golden West' have pushed their high grade products before us."

Inspect Conduit Systems.
Representatives of the electricity committee of the board of supervisors of San Francisco have been in the city the past week examining the conduit and underground wire system of the metropolis, with a view of making recommendations along these lines to be adopted at the Golden Gate. It is intended that wires for electric light and power purposes shall be enclosed in conduits when entering buildings. This recommendation was made recently by the Electrical Contractors' association. The second extension of the underground wire district in Oakland, Cal., has been recommended by the boards of

public works of that city. Several California agents attended the official show here this week familiarizing themselves along these lines, and will report back to their western firms the new improvements which they saw at Madison Square Garden.

PLANT TREATY ELM SHOOTS ON CAMPUS

Philadelphia, Nov. 6.—Two elm trees, descendants of the William Penn treaty tree, have been planted on the campus of Swarthmore college by the faculty and students.

The trees, which are grandchildren of the famous elm under which William Penn made his treaty with the Indians, were presented to the college by Mrs. Joseph Swain, wife of the president of the college, and Professor William I. Hull.

They were grown from shoots of an original cutting of the old elm, and were carefully tended by Thomas W. Meehan and Robert Pyle, a former student of the college. The ceremony of their planting marked an anniversary of the founding of the college, and was significant of the inauguration of a founders' day celebration which will be held hereafter each year on October 23.

Besides this, the trees were given added historical significance by being christened after William Penn and his wife, Quiltema Maria Springet, and by being destined to shade the site of the birthplace of Benjamin West, whose painting has immortalized Penn's treaty with the Indians.

College yells, songs and a display of class colors and enthusiasm represented the students' part in the performance. The procession was led by President Swain, Isaac H. Clothier and members of the faculty.

Professor J. Russell Hays, college librarian, read an original poem, composed for the occasion, and Isaac H. Clothier, president of the board of managers, accepted the trees for the college, commenting upon the appropriateness of the gift.

The trees were then planted by Mrs. Swain, while the co-ed's cheered and waved their banners.

WOMEN OBJECT TO HIGH CAR STEPS

Hartford, Conn., Nov. 6.—Resolutions adopted unanimously and enthusiastically at the annual meeting of the Connecticut Daughters of the American Revolution, to be presented to President Mellon of the Connecticut trolley system, insist that steps on trolley cars, especially the open summer type, must be made shorter and lower, even if three steps must be substituted for the present two.

In voicing their sympathy with the resolutions, the elderly ladies said the present steps were unsafe, whereas the younger members contended that no lady should be required to lift her skirts far above her ankles in order to ride on a trolley car.

They Got Out.

Last Sunday, you know, it rained, but in the afternoon a large crowd took advantage of the let-up, and went to Alameda park, going to Twenty-second and Thompson street on Broadway cars, where the auto met them. You had best do the same Sunday, November 7. You won't be sorry if you go. Free auto service from 1:30 p. m. to 5 p. m. at point mentioned. Everyone talking about Alameda park, and these who have seen the tract cannot say enough good about it.

VACANCY ON SUPREME COURT BENCH PUZZLES

Washington Gossip Much Concerned Over Successor of Justice Peckham—College Story Revived That Plumes Bowers' Candidacy.

By Ralph M. Whiteside.
(Publishers' Press Leased Wire.)

Washington, Nov. 6.—Who is to succeed the late Supreme Court Justice Rufus W. Peckham? President Taft alone can answer this question which is very generally being asked in Washington, and he won't.

Current gossip gave the place to Judge Horace A. Lurton of Tennessee for a while, but it was discovered that Justice Day and Hillman came from Judge Lurton's circuit, and this is now believed puts him out of the running.

Another sidelight on the situation is shed by a story which concerns Mr. Taft and Lloyd W. Bowers of Illinois, the present solicitor general of the United States.

Mr. Bowers was at Yale when Mr. Taft was there, but was two classes junior to Mr. Taft. The fraternity to which Mr. Taft belonged elected Mr. Bowers to membership, and it fell to Mr. Taft to preside over the initiation ceremonies.

According to the story told here Mr. Taft asked Mr. Bowers a series of questions intended to demonstrate the fitness of Mr. Bowers for membership in the fraternity. One of the questions was, "What is your aim in life?" And Mr. Bowers, so the story runs, did not return the flippant answer expected, but responded seriously: "My ambition is to be a member of the supreme court of the United States."

"Then," said Mr. Taft, "if I am ever in a position to do so, I shall certainly help you to attain that ambition."

Some of those who heard the story are making much of it, contending that Mr. Taft is practically committed to appoint Mr. Bowers to succeed Justice Peckham—that is, if the story is true. Mr. Bowers was asked whether the occurrence as related actually happened. He said that if it ever had happened, he did not recall it.

There is a strong feeling that Justice Peckham's successor will come from his old circuit, which takes in New York, Vermont and Connecticut. In this event, the name of Governor Hughes of New York is spoken favorably.

However, little will be known until after President Taft comes home.

Western Woman Is First.

A California woman had the honor of being Wilbur Wright's first woman passenger in his aeroplane. She was Mrs. R. H. Van Deman, wife of Captain Van Deman of the war college, who was Miss Rice of California. She is a great friend of Miss Wright. Captain and Mrs. Van Deman have lived in Washington since 1905, when he was assigned to the army war college. He is now the head of the map division at the college and he and his wife are well known in army circles.

"My wife has been awaiting this trip for some time," he said. "I believe she wanted to go up at Fort Myer, but she was persuaded to wait until the aviation lessons at College Park began. She met the Wrights soon after they came

here and they have been close friends since. She was promised a trip in the airship some time ago."

Antarctic Expedition Began Early.
Speaking of antarctic explorations, Dr. Ernest F. Wharton of San Francisco said that organized efforts to explore the antarctic date from the late 20s and early 30s when Europe was beginning to think that there were more uses for Australia than to make it the region of "undesirables."

"The navigators of many nations," continued Dr. Wharton, "showed their flags off the desolate shores of what they supposed to be the antarctic continent. Our own Commodore Wilkes, in 1840 and thereabouts, wrote his name large in scientific annals by his persistent courage in investigating the southern polar region. Wilkesland still remains on the map in memory of that famous expedition of which he was the head. His journals were published in many volumes and not the least interesting chapter in the readers of that day were those that described young Australia and foreshadowed young Australasian empire."

DECLARES WHISKEY COLORED MAN'S FOE

Philadelphia, Nov. 6.—Decrying whiskey drinking as the most menacing evil of the negro race, the Second Emancipation league has declared itself against the liquor traffic and pledged its efforts to suppress it.

The league, which is composed of negroes in New Jersey, Maryland, Delaware, Pennsylvania and other states, was organized three years ago by the Rev. Dr. C. A. Tindley, pastor of Calvary Methodist church. In his annual address Dr. Tindley said:

"I believe the best remedy for the evils that beset our race is self-improvement. No man feels more keenly than I the sting of measures that take from me and my race anything that belongs to another race. But I am fair enough in my judgment to see my faults and the faults of my people.

"To have freedom and not to be free is the worst plight that an individual can be in. To be without the capacity of self-control is a liberty dangerous to all others.

"No man who has the instinct of real honor can be content in idleness while others labor for his support. We must clear the street corners of idlers and rid the country of loafers. Ministers and all race leaders should preach the doctrine of honest labor and right living."

The tea gardens of northern India cover more than 500,000 acres and produce more than 100,000,000 pounds of tea a year.

Opal City—Future Metropolis.
Of Central Oregon—See Page 9, Sec. 6.

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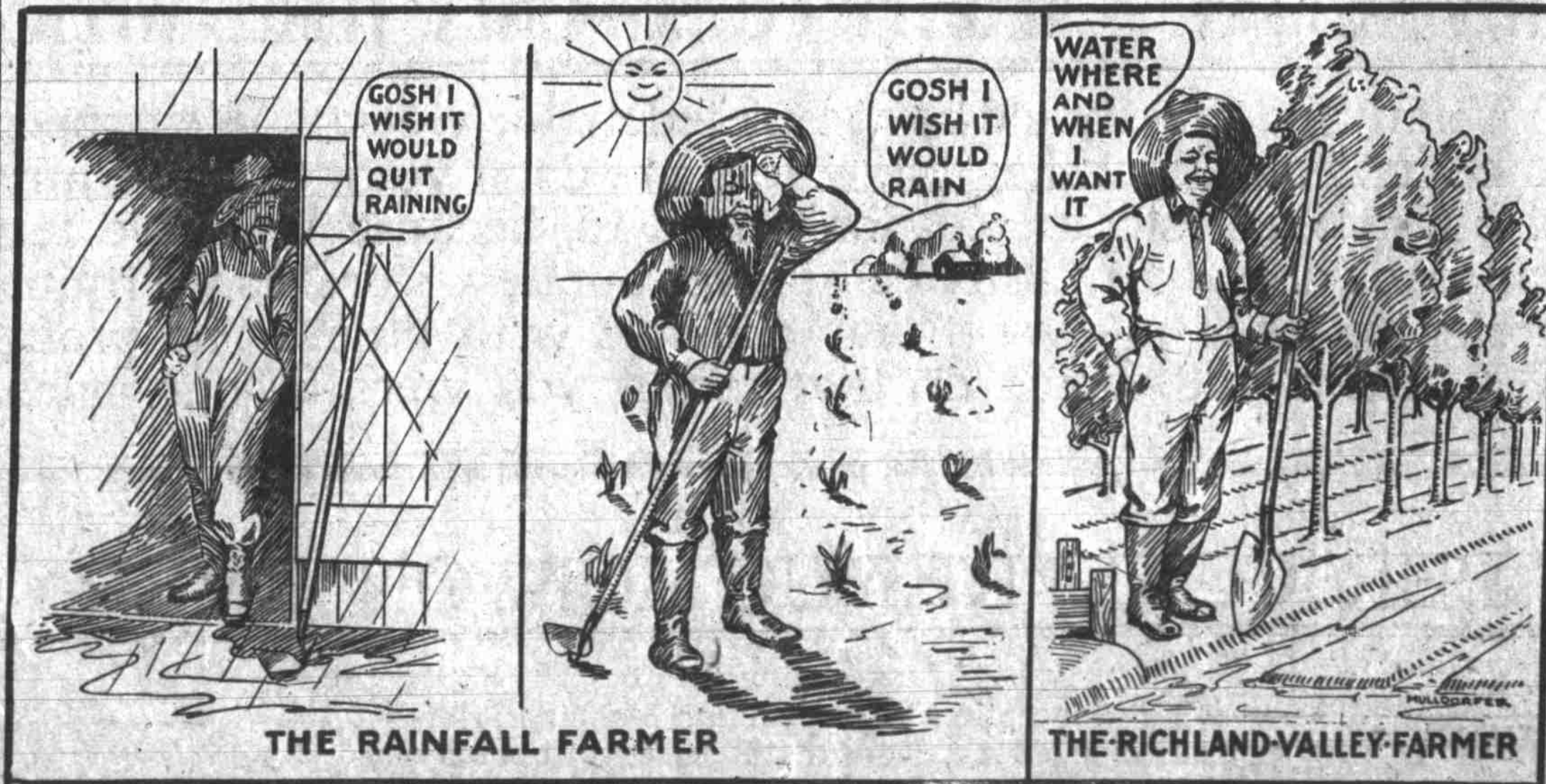
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Our annual rainfall is less than 7½ inches. Our soil is the genuine volcanic ash, underlaid with a loose, open gravel mixed with black sand, which, combined with our gentle slope to the Columbia on one side, and the beautiful lakes and Yakima river on the other, give us a drainage and a scenery that are unsurpassed anywhere in the great northwest.

Our low elevation (only 365 feet), taken with our great district from the mountains and coast, gives us a very long growing season, and our trees and vines take on as much growth in three years as in five years here near the coast and mountains, where there is so much fog, rain and cloudy weather.

We have nothing but sunshine after the first of March, and this gives us a

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season—that is from three to five weeks ahead of all other districts north of central California, and gives us full

control of the early market, which is always the best.

Richland orchards are producing today fruits that have

no superior. There are a few orchards that were watered by private ditches, before the building of the big project

that has now reclaimed this fertile valley, and these old settlers have proved beyond question what can be done.

Many of the best fruitmen from Yakima, Hood River and Wenatchee are selling their lands in those valleys and moving to Richland to start anew, because they know the "Columbia River Early Fruit Belt" is destined to become the greatest of all fruitgrowing districts. A ten-acre orchard here, after it is 3 years old, will allow you to live in luxury the rest of your life, and you can get started for less money than anywhere else on earth.

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