

FEDERAL CONTROL OF RAILROADS IN YEARS JUSTIFIED

Trying Times During Winter of 1917-18 Successfully Passed in Handling War Transportation. GREAT ECONOMIES EFFECTED

Fewer Trains Handle More Business Than Formerly and Service Proves Very Satisfactory.

At noon, December 28, 1917, the railroad of the United States passed under control of the president for a period ending 21 months after peace shall have been declared. Power to take this action was granted the president by congress and control of the roads has been exercised by him through William G. McAdoo, director general of the United States railroad administration.

The history of the great carrying system of the United States during the past year is epochal of the government's greatest economic adventure. The merits of government control as opposed to operation of the roads by private corporations will receive a fair trial during the next two years. It is considered probable that a decision as to the permanent control of the system will be asked of the voting population of the country at the general election in 1920. The winter of 1917-18 was the most trying time of the war so far as America is concerned. The great task set for the country was to manufacture and deliver munitions and supplies to the armies of the allies in Europe. To get these supplies to the Atlantic seaboard, together with coal for the ships which were to carry them to European ports, was the task set for the newly organized railroad administration.

Last Winter Was Critical

Millions of tons of supplies congested the ports of the North Atlantic and lined the tracks at industrial centers. Terrible snowstorms blocked the rail lines of the East and added to the confusion. Ships waited for weeks in the harbors because fuel was not available to bend them on their journeys. The problem of efficient transportation that winter was one of the biggest and most difficult ever faced by railroad operators and traffic men. Men to find a way out of the tangle were not lacking, however, as a record of the past year's business shows.

In spite of a radical decrease in the number of passenger trains operated and an increase in passenger service accompanied by war taxes on Pullman accommodations, the number of passengers carried on approximately 210,000 miles of roads under government control during the 31 days ending July 31, 1918, was 26,650,532 greater than during the same period of 1917, according to government reports. This mileage represents about two thirds of the total railroad mileage of the country and the figures indicate that the average number of passengers carried per day was 435,350. Applied to the entire mileage of the country, records show an increase of approximately 600,000 passengers per day during June and July of 1918 over the previous year.

Freight Shows Gain

In the handling of freight appreciable gains are also shown. Through better methods of loading and heavier loading of cars the average trainload of freight was increased from 884 tons in July, 1917, to 723 tons in July, 1918. By the shortening of freight routes inaugurated and enforced by the railroad administration, a great saving in fuel and use of equipment was effected. Official records show that locomotives used in hauling freight during 1918 traveled 13,000,000 miles less than in hauling approximately the same amount of freight in 1917. Under normal peace conditions it is pointed out that the savings effected will add greatly to the earning capacity of the roads.

Locally the change from private management to government control has been effected without inconvenience to travelers or freight shippers. The closing of a score of off-line railroad offices and the elimination of traffic solicitation shifted a large number of men into various other lines of railroad work and some of them left the roads for other pursuits. A great saving in expense has also been effected by placing the uptown ticket business in a central office located at the corner of Third and Washington streets. General offices of the Southern Pacific company formerly occupying two entire floors of the Yeon building have been removed to the Wells-Fargo building and this business handled in conjunction with that of the O-W, R. & N. and other lines in Oregon and Washington under Federal Manager J. P. O'Brien. Lines under his jurisdiction are the O-W, R. & N. system, Southern Pacific north of Astoria, Northern Pacific terminal of Oregon, Pacific Coast railroad and San Francisco & Portland steamship lines.

Number of Trains Reduced

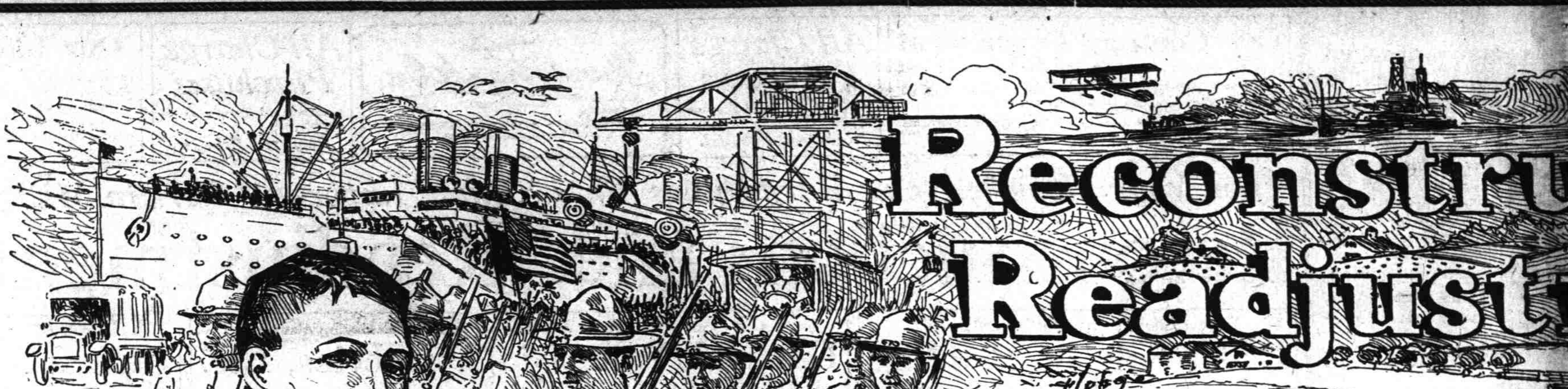
L. C. Gilman, formerly president of the Spokane, Portland & Seattle railway, is federal manager of these lines with headquarters in Seattle and also has control over the lines of the Chicago, Milwaukee & St. Paul, Great Northern, Northern Pacific and other lines in Washington.

Passenger train service between Portland and Seattle has been reduced from 12 trains each way daily under the old competitive system to six trains each way daily under government control. A larger volume of business has been handled between these cities during 1918 than in 1917 at a greatly decreased expense and with no inconvenience to the public.

The famous Shasta limited on the Southern Pacific and other trains de luxe have been discontinued. Passenger train service between Portland and California points reduced to the minimum. At times complaints have been made of insufficient sleeper accommodations on Southern Pacific trains but considering war conditions and the greatly increased traffic the inconvenience to the public has been negligible.

Better Service Rendered

Better train connections and improved methods of handling freight shipments have worked positive benefits to the patrons of the roads. Through the Portland district freight traffic committee, F. W. Robinson chairman, complaints and requests of shippers have received prompt attention. Equitable adjustments of rates have been recommended to the railroad administration and favorably passed upon. One of the latest achievements of Mr. Robinson's committee is the satisfactory solution of the famous Spokane rate case, affecting freight rates to Pacific coast terminals and inter-mountain points. This case has been before the interstate commerce commission almost constantly during the last 25 years.



Reconstruction and Readjustment

VICTORY

Charge Purchases Tomorrow and Balance of Month Go on the January Bills Rendered February 1st

Reconstruction and Readjustment Hour--the Inspiration for Four Greatest Events Ever Launched



TURN OVER TO PAGE 7

Many Equally Good Unadvertised Bargains All Over the Store

Bag Frames at 1/2
Odd lots—where one of a kind remains.
2 Crochet Cotton 15c
"American Maid" crochet cotton in white and ecru. Box 75c.
Bureau Scarfs 23c
Stamped. To 50c values.
—Meier & Frank's: Second Floor.

Women's Lisle and Fiber Hose 29c
A Reconstruction and Readjustment Sale clearance of women's lisle, cotton and fiber silk hose in black, white and a few colors. Odds and ends of much higher priced hosiery reduced to pair 29c, or 3 pairs 85c.
—Meier & Frank's: Main Floor.

A Wonderful Sale of Corsets

Six great lots of women's corsets at the most unusual savings for our Reconstruction and Readjustment Sales. Included are SAMPLES, odds and ends from our regular stock, discontinued numbers, etc. A good assortment in nearly every lot. Practically all sizes in each lot, but not in each style. Reduced as follows:

- Lot 1—89c**
Corsets of plain batiste and coutil. Lace and ribbon trimmed styles with two pairs hose supporters. Girdle top and medium bust models. These corsets are regularly worth \$2.00.
- Lot 2—\$1.49**
Corsets of good quality batiste. Medium and low bust models with long hips. Styles designed for small and medium figures. Two and three pairs hose supporters. Regularly \$2.00 and \$2.50.
- Lot 3—\$1.95**
Corsets of fine quality plain batiste and figured materials. Medium and low bust styles with long hips. Hose supporters attached. The regular prices of these corsets are \$3.00 and \$3.50.
- Lot 4—\$2.59**
These are the popular American Lady front-lacing corsets made of good quality coutil. Lace trimmed styles with medium bust and long hips. These corsets are regularly worth \$4.00.
- Lot 5—\$2.95**
Corsets of batiste and fancy brocades. Medium and low bust models for medium and large figures. Some have elastic gores in the skirt. Regularly priced \$3.50 to \$6.50.
- Lot 6—\$3.45**
A special lot of the well known Fro-laset front-lacing corsets made of finely serviceable quality brocades and coutils. All small sizes. Regularly priced from \$5.00 up to \$10.00.
—Meier & Frank's: Corset Shop, Third Floor.

MEN 11 Wonderful Specials in Our Big Furnishings Shop

- Negligee Shirts 98c**
Great Reconstruction and Readjustment Sale special— for clearance. Good-looking, serviceable shirts in soft cuff styles.
- "Lion" Shirts \$1.29**
The Nationally known "Lion" brand shirts in good-looking striped patterns. Percalé. Full cut. Well made. Laundered cuffs. Sizes 14 to 16.
- Army Shirts \$2.65**
Regulation Army shirts of khaki wool serge. Slightly imperfect. Good for work, golfing, all outdoor wear. Size 15 1/2.
- Initial Kerchiefs 15c**
Broken lines of our 25c-35c grades men's initial handkerchiefs. All styles and kinds included.
- Shirts, Drawers \$1.50**
Separate shirts and drawers. Flat wool garments in good medium weight. Natural shade. Sizes 34 to 44. Garment \$1.50.
- President Suspenders 25c**
You know the brand. This price while quantities remain.
- Wool Felt Hats \$1.95**
Good colors and styles. All sizes, but a limited number.
- Four-in-Hand Ties 17c**
Broken lot of 25c-50c four-in-hand silk ties. Lots of desirable patterns and colorings. 3 for 50c.
- Durable Sox 19c**
Good, serviceable sox in black, white and tan. 3 pairs 50c.
- Union Suits \$2.98**
Men's worsted-faced union suits in long sleeves, ankle-length style. Good medium-weight garments in all sizes. Natural shade.
- Boys' Union Suits 79c**
Boys' heavy-weight warmly-fleece'd union suits in ecru. Mill runs. Sizes 6 to 16.
—Meier & Frank's: Men's Furnishings Shop, Main Floor.

RECONSTRUCTION AND READJUSTMENT from a war to a peace basis with unemployment—this is in its world. It affects more particularly our here at home and with much of it concerns the Northwest and, what is of to be reckoned with in the upbuilding.

The Boys are coming back. What are we going to do for the hands to do that will keep them? The MEIER & FRANK store—a willing to do its part in its chosen field possible to "keep the wheels of industry outlet to keep manufacturers busy—think prosperity, to breathe prosperity. These Reconstruction and Readjustment program. The step we take is a nation. Supply and demand are still prices may even be—are likely to be for action is NOW!—so—

We have taken many lines of quality merchandise—staple prices as will mean immediate people. We in turn shall reward. That is the meaning of Readjustment Sales. Now—

Sale Dress

Here are four remarkable offerings for our Reconstruction and Readjustment

- Sale of \$1.75**
945 yards at this price. Plaid dress material colorings. Although not all wool, this or dress. 42 inches wide.
- All Wool Granite**
805 yards. All wool granite cloth made garnet, wine, Copen, plum, purple, olive.
- All Wool French**
1015 yards. Fine quality all wool French include navy and midnight blue, green, gr
- \$1.25 Taffeta**
Hundreds of yards fine quality all silk taffeta plain colors. Broken lines—not every shade.

Women's Union Suits 59c

360 women's fleece-lined cotton union suits in broken styles and sizes—regular and extra. Mostly Dutch neck, elbow sleeves, and length. Worth double.
—Meier & Frank's: Main Floor.

Meier & Frank's Lower Price Downstairs Store

Sale of House Dresses \$1.49



"Mina Taylor" and Other Famous Makes Included
Our Lower Price Downstairs Store has long been noted for its phenomenal house dress sales. This great disposal is no exception to the rule—it is as remarkable as any of its predecessors. There are 1200 garments in this Reconstruction and Readjustment Sale.
Included are house dresses of good quality gingham, percale, madras, etc., in pleasing plaids, checks, stripes and plain shades. Pretty belted models with pockets and many other styles. All regular sizes up to 46. The regular prices of these garments range up to \$2.98—in some instances even more. The illustration will give you a fair idea of the desirability of the styles. Come early for best selection.
—Meier & Frank's: Lower Price Store, Basement Balcony.

Meier & Frank
Established
THE QUALITY STORE
First Sixty