

# East Oregonian

AN INDEPENDENT NEWSPAPER.

Published Daily and Semi-Weekly at Pendleton, Oregon, by the EAST OREGONIAN PUBLISHING CO.

Entered at the postoffice at Pendleton, Oregon, as second-class mail matter.

Telephone 1  
ON SALE IN OTHER CITIES  
Imperial Hotel News Stand, Portland  
Bowman News Co., Portland, Oregon.  
ON FILE AT  
Chicago Bureau, 909 Security Building  
Washington, D. C., Bureau 581 Fourteenth Street, N. W.

### SUBSCRIPTION RATES (IN ADVANCE)

Daily, one year, by mail	\$5.00
Daily, six months by mail	2.50
Daily, three months by mail	1.25
Daily, one year by carrier	7.50
Daily, six months by carrier	3.75
Daily, three months by carrier	1.85
Semi-Weekly, one year, by mail	1.50
Semi-Weekly, six months, by mail	.75
Semi-Weekly, four months by mail	.50

## LACK OF CARS NOT CHIEF SOURCE OF FREIGHT DELAY

By JOHN E. LATHROP.  
(Special Correspondence from Washington.)

WASHINGTON, May 9.—Why is it that freight has moved so slowly before and since the war? Business men and the ultimate consumer have protested for years against the delays in deliveries of commodities and it has been stated with truth that the rising costs of living were in part due to the inability of shippers to get shipments through within specified spaces of time.

The conditions were so general that there arose a universal demand for more cars, and "car shortage" was commonly given as the reason for the annoying and expensive delays.

Car shortage never was the fundamental cause. It was instead inadequate terminals and slow loading and unloading, in almost all instances.

**Susceptible of Proof.**  
This is easily shown by facts which the citizen inexpert as to railway traffic regulation and movement may understand.

The average movement per freight car per day was 24 miles before the war. This was one mile an hour. Yet freight trains move from 14 to 15 miles an hour. The difference—13 to 17 miles an hour—was caused by time consumed in terminals in holding cars.

Some time must thus be taken. But the use of thirteen-fourteenths of the time in terminal delays is on the face of the matter, enormously in excess of normal requirements.

Four elements enter into the utilization of a freight car: 1. Time consumed in loading it by the shipper, 2. Time required to move it out from the terminal, 3. Time consumed in hauling it to the destination, 4. Time that elapses from arrival to its unloading and final release by the consignee.

If, therefore, the time for actual hauling be one-thirteenth of the time the car was set apart for that particular shipment, it becomes apparent that it is not shortage of cars, or lack of engine motive power, but delay in terminals that has caused the delay.

**Some Illustrations.**  
In 1915 between Harrisburg and Altoona, Pa., I saw a solid line of freight cars on the tracks between stations—a three-hour run by a passenger express train—and these cars were waiting to pass the Harrisburg terminal for movement to seaboard for export shipment.

Assume that someone sought to cure that freight glut by adding cars and engines to the Pennsylvania railway's freight service on that division. Assume that 100,000 cars and a thousand engines had been placed on the tracks and in the terminals westward from Altoona. The congestion from there to Harrisburg would not have been helped, but made worse.

If the cars already in commission on the division could not be moved east, it is obvious to the tyro that 100,000 more cars could not be moved through.

from war strain. Politics and propaganda are the things to beware of.

The retiring leader of the minority in the house has sound ideas as to the place of partisanship during wartime; let it be hoped his views as expressed yesterday will be shared by the congressional leaders, of both parties, who are not retiring.

Fully three fourths of war casualties are wounded cases; remember that when the Red Cross drive is on.

Uncle Sam is making good as a warrior.

### 28 YEARS AGO

(From the Daily East Oregonian May 9, 1890.)

J. M. Edwards and Fred Doerfer have started a cut rate ticket and employment office near the Bowman house. Both are energetic young men and will doubtless make a success of the venture.

John Armstrong, while carrying a horse last evening, was kicked in the left leg by the animal. He will be laid on the shelf for some time.

The Ogle Brothers came to town from their ranch near Ridge with a four horse load of hides.

Wood Dibbals, a miner who tramped it from Woodburn to Pendleton, a distance of 150 miles, will return in a few days to the mines.

A novel method of arousing interest in the protracted meetings at the M. E. church has been introduced by the preacher. Printed invitations are being passed around among sinners of all ages and conditions.

### REALTY TRANSFERS

Deeds—Geo. R. Roberts et ux to Sherman P. Roberts, \$1. Mete and bound NW 1-4 section 22, township 3 north, range 29.

C. F. Smith et ux to Horace Edward Payne, \$55. Lots 1 and 2, 11 and 12, block 5, Knowlton's Addition, Athens.

A. R. Reimann et ux to W. B. Reimann, \$600. Lot 1, block 272, Pendleton.

Irrigation Heights Land Co. to James E. Vannon \$500. Lot 10, block 10, Pendleton.

### A Coal Miner's Plight.

In 1917 an Indiana coal miner ten miles west from Evansville, ordered a car of pumping machinery from Pittsburg and sent a man to ride on the freight train with the car—probably to deal out some clues to all the car's way along the route—and it arrived in Evansville in surprisingly brief space of time.

There the car-accelerator thought his troubles had ended, that the car would have quickly through the Evansville terminal and so he took a passenger train on to the mine.

The machinery actually arrived at the mine ten miles away several days later; in the meantime the mine flooded, and it cost \$18,000 to pump it out—besides loss of production for a month.

**Instances could be Multiplied.**  
One could cite case after case, but most persons are familiar with the fact of delay in freight movement.

Take the transcontinental service. It is approximately 3000 miles from Portland to New York. For years it was regarded as good fortune to get a shipment through in 30 days. That was an average of four miles an hour—far above the national average for freight movement.

Yet there were immensely long hauls in the plains country where a train would actually move 70 miles an hour, or at the rate of 234 miles a day. The excess time consumed was lost in terminals.

### Not Rare Cases.

I have not selected a few cases which, although true, are rare. It is of common knowledge that such delays have been characteristic of American transportation and business life for years.

If, therefore, the control of the railways by the government result in expanding terminal facilities, rendering them adequate to traffic needs, the one fundamental improvement demanded for American railways will have been given.

Additional cars and locomotives of course are needed to replace worn-out equipment. But at a given moment it is plainly to be seen that reform of terminal handling and expansion of terminal capacity and furnishing would do more good.

**Jim Hill's Opinion.**  
The late James J. Hill was popularly believed to know something about railroading. Some years before he died he said:

"A billion dollars a year for ten years for railway terminals would only keep pace with growing traffic demands. And it is in terminal capacity a railway's efficiency is measured."

Mr. Hill did increase railroad capacity also. But his whole career proved his understanding of the fundamental value of terminals and their essential control of freight car use efficiency.

It is the "neck of the bottle" principle you enlarge the bottle and not its neck; you get no more fluid out when you try to pour. So, with out expanding terminals, added rolling stock and motive power are of only small value, comparatively.

Geo. C. Coe et ux to City of Stanfield, a corporation, SW 1-4 NE 1-4, section 5, township 3 north, range 29.

Geo. C. Coe et ux to Oregon Washington Railroad and Navigation Co., 685. SW 1-4 NE 1-4 section 5, township 3 north, range 29.

The Townsite Co. to Claude Meyers, \$1. NE 1-4 SE 1-4 section 2, township 3 north, range 29.

Western Land & Irrigation Co. to W. H. Gullford, \$1. NE 1-4 NE 1-4 NE 1-4 NW 1-4 and S 1-2 NW 1-4 NW 1-4, section 14, township 3 north, range 29.

### IRISH LEADER MAY COME TO SEE WILSON.

Lawrence O'Neil, Lord Mayor of Dublin, may come to the United States to present to President Wilson Ireland's case against conscription. Representatives of the Nationalist, Sinn Feiners, Laborites and O'Brianites are said to have united in this step.

### HOOSIER HEROES ARE CARVED AS GERMAN.

INDIANAPOLIS, Ind., May 9.—The state of Indiana has not yet made arrangements for honoring her heroes in this war, but when she does, it is practically certain that she will not allow a German architect or a German sculptor to do the work.

The Soldiers and Sailors monument which stands on the Circle in Indianapolis, in tribute to the memory of Hoosier sons who have fallen in other wars, was designed entirely by Germans.

Drans Schmitz was the architect. Rudolph Schwartz was the sculptor. Both lived in Germany. As a result the Kaiser moustache and the Teuton features are stamped on practically every statue. Even the negro, in the group representing the cutting of the chains which tied him during the days of slavery, has the characteristic features of a Hun in his face.

The soldiers and sailors which Indians sent in answer to the nation's

# WE ARE Out of Sacks

Commencing May 15th no more coal will be delivered in sacks, unless the consumer furnishes his own sacks. We are forced to MAKE THIS CHANGE ON ACCOUNT OF THE SCARCITY OF SACKS.

COAL WILL BE DELIVERED IN BULK or in Carrying Sacks. FIX A COAL BIN AND FIX IT NOW.

## GET YOUR COAL IN EARLY

VAN PETTEN LUMBER CO. SMYTHE-LONERGAN C.  
BURROUGHS & CHAMBERS, Inc. OREGON LUMBER CO.



### THE SCARLET CROSS

What is it that you do today,  
who lift the Scarlet Cross?  
For all the withered world is  
down in ruin and in loss,  
And all the world hears clashing  
sword, and hears no sound  
less plain—  
What can you do who lift the  
Cross, but heal to fight  
again?  
We guard the women left alone,  
heartbroken for their  
dead,  
We save the children wandering  
where all save Fear has  
fled,  
We raise again the broken towns  
swept down by shot and  
shell,  
We heal again the broken souls  
hopeless from learning  
Hell—  
Oh, they who saw but Grief and  
Hate see now our red sign  
plain—  
We save the sad world's soul  
alive that War had near-  
ly slain!  
—Margaret Widdeyer

### A WAR MESSAGE FROM THE NORTHWEST

(By Gov. Stewart, of Montana)

So long as this Nation is confronted by a resourceful and desperate enemy, agitation and settlement of domestic problems, save only in so far as they concern the successful and vigorous prosecution of the war for liberty, should be held in abeyance until peace is declared.

No thinking man will deny that there are problems clamoring for solution, but now is not the time for exhausting our energies by internal controversy while the enemy batters at our gates.

Of what concern is it to us what political party or economic system prevails, when if we lose the war we shall have nothing to say as to how we will be governed?

German propagandists, while spreading lies as to conditions in our army and navy and concerning the work of our public men, are many times unconsciously aided by persons who have reforms which they believe would remedy the evils of which they complain. The reforms may have merit, but they may well wait, so long as upon their solution the winning of the war does not depend, until this Nation has ceased fighting for its very existence.

It is time that Americans, no matter what their ideas of reform, religion, or politics may be, join hands to scotch treason,

whether it be conscious or unconscious.

A crop of lies was incidentally sown by the propagandists to foment trouble between various religious sects. The slightest inquiry develops the fact that irrespective of religion or politics men of courage, patriotism, and ability are recognized. There should be no political or religious questions or economic affiliations considered. Plain Americanism is all that is worth while.

### AMERICA WILL WIN THE WAR

AMERICA has more than a half million men now in France according to announcement by Secretary Baker yesterday. It is known that we are sending men at the rate of about 100,000 a month. Through the selective service law we have the facilities for keeping this stream of men pouring into Europe indefinitely.

We are making machine guns at the rate of 500 a day. We are carrying out the greatest airplane making program of any belligerent nation. This work is now under criticism, there may be some room for criticism, but confidence in American ways and methods of manufacture justify the belief that on the airplane subject as in other lines, we will meet requirements.

The United States war waging efforts are proceeding on a gigantic scale. We are past the preparatory stage. We are delivering the goods as is shown by the fact we have 500,000 soldiers abroad, thousands of them in the fighting line. Our navy is protecting our shipping with such success that for effective purposes the submarine has been robbed of its terror.

In other words the United States is every day becoming a greater and greater factor in the war. It is the factor that is going to bring victory to the allied cause. This is as certain as the sunshine.

### WHERE WE NEED BEWARE

THE army will not fail, the navy will not fail, the government will not fail in meeting the obligations of wartime. These facts may be set down as assured. There may be set backs and mistakes. But they will be quickly overcome. Our war wagers are going to be equal to the occasion. Where men fall down they will be replaced by men who can succeed.

The only possibility of failure on the part of the United States is a remote one. It consists in the possibility of a breakdown in the morale of the people. This could be brought about through disruption, over politics or other causes, over enemy propaganda cleverly worked, or from intense war strain. We are so fresh in the fame the country will not break

### Practical Patriotism

If you want to do your part toward food conservation you can do no less than follow Hoover's advice—"Use more vegetables."

The best way, the most economic way, is to grow your own. And it's easy, provided you buy the best seeds—in other words, Morse's.

Get the right start for your garden by preparing the ground now. Morse's 1918 Garden Guide tells how—also tells what to plant and when to plant for best results. There is a copy waiting for you. Write today. We'll send it free.

**C. C. MORSE & CO.**  
728 Front Street San Francisco  
Morse's Seeds are sold everywhere by Florists, Grocers, and Hardware Merchants.

Geo. C. Coe et ux to City of Stanfield, a corporation, SW 1-4 NE 1-4, section 5, township 3 north, range 29.

Geo. C. Coe et ux to Oregon Washington Railroad and Navigation Co., 685. SW 1-4 NE 1-4 section 5, township 3 north, range 29.

The Townsite Co. to Claude Meyers, \$1. NE 1-4 SE 1-4 section 2, township 3 north, range 29.

Western Land & Irrigation Co. to W. H. Gullford, \$1. NE 1-4 NE 1-4 NE 1-4 NW 1-4 and S 1-2 NW 1-4 NW 1-4, section 14, township 3 north, range 29.



LAWRENCE O'NEIL.

Lawrence O'Neil, Lord Mayor of Dublin, may come to the United States to present to President Wilson Ireland's case against conscription. Representatives of the Nationalist, Sinn Feiners, Laborites and O'Brianites are said to have united in this step.

### HOOSIER HEROES ARE CARVED AS GERMAN.

INDIANAPOLIS, Ind., May 9.—The state of Indiana has not yet made arrangements for honoring her heroes in this war, but when she does, it is practically certain that she will not allow a German architect or a German sculptor to do the work.

The Soldiers and Sailors monument which stands on the Circle in Indianapolis, in tribute to the memory of Hoosier sons who have fallen in other wars, was designed entirely by Germans.

Drans Schmitz was the architect. Rudolph Schwartz was the sculptor. Both lived in Germany. As a result the Kaiser moustache and the Teuton features are stamped on practically every statue. Even the negro, in the group representing the cutting of the chains which tied him during the days of slavery, has the characteristic features of a Hun in his face.

The soldiers and sailors which Indians sent in answer to the nation's

# What We Will Do

WE will make you the best tailored suit in the county at prices from \$45 to \$65

WE will sell you a custom tailored suit that is strictly guaranteed from \$30 to \$45.

WE will do your alterations, remodeling repairing and pressing and guarantee the best service in the city.

WE know we can please you as we have had twenty years experience in high class tailoring.

## Lindgren & Franseen

TAILORS  
735 Main St. Phone 466