## FEast Oregonian

gated through use ot the flood water in the summer time and country industrially and cominercially. It is the line of action
con the that would be followed if we look to the greatest good of the
greatest number. greatest number.
It is time to sur
fine agitation on this subject to a strictly Eastern Washington
project project. The Umatilla rapids project offers an opportunity for
service both to Washington and Oregon. The cost of the service both to Washington and Oregon. The cost of this pro-
lect would be much less than the Columbia basin project lect would be much less than the Columbia basin project and
the per acre cost of reclaiming land would be low. Why not Join forces on a scheme that will help two states? The interest of Portland newspapers in developing Eastern Washington is entirely praiseworthy but-let us trust they will not entirely neg-
lect their home state. One thing that makes the Columbia basin project look so attractive is that the State of Washington has spent $\$ 167,000$ in clothing the girl. If we had the same amount or coin with which to bedeck the Umatilla rapids project we
would have results that would knock them all dead. Old Man Oregon will be a fool if he lets the Columbia basin project vamp
him to such an extent he cannot see the beauty by his own fin .

## THE RAILROADS' VIEWPOINT

N his testimony before the senate committee on interstate
commerce, Daniel Willard, president of the Baltimore commerce, Daniel Willard, president of the Baltimore $\&$
Ohio Railroad Co., challenged recent statements before the railroad labor beard that the railroads could save a billion
dollars a year in operating expenses. dollars a year in operating expenses.
Mr. Willard filed with the committee Mr. Willard fred with the committee a complete copy of the
detailed exhibit prepared by W. Set Lauck, assuming to show
how the railroads might effect economies of the amount named. Mr- Willard presented analyses showing that to effect for.the
Baltimore \& Ohio Railroad alone a saving of $\$ 1000$. through modernizing locomotives not already modernizezd, in cluding items necessarily related, would involve'a capital invest mont of $\$ 165,000,000$. Mr. Willard continued:
"The Baltimore \& Ohio Con
as about one-twenty-fifth of the entire railroad system of United States, and assuming that conditions on the Baltimore \& that an expenditure of twenty-five times the amount necessary to fully equip the Baltimore \& Ohio railroad with engines of the
most improved and modern type, would be sufficient to equip of the railroads in the United States in the same manner, there or y eff railroads in the cited States in the same manner, there
by effecting a saving, we will say, of $\$ 250,000,000$ a year, in
volving, however the investment of more than $\$ 4,000,000000$ of of new capital. one-fourth of that sum is readily or will be immediately or e able for such expenditure by the railroads, or that the solution
of the present difficulty of the railroads is to course of action or is even to be looked for in that direction.
Economies resulting from good practice should of couraged and not only encouraged, but be Misted upon in the The economies suggested by Mr. Lack, however appealing they fronting the railroads at this time.

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