

HOW THE O. W. R. \& N. CAN REDUCE COSTS
HE railroads are striving to reduce operating costs by
ting wages. It is the only way they gee to earn the six cent profit which is allowed by the Esch-Cummins law
which profit they have not enjoyed during the past year. I the carriers a
trat of six per cent.
The railroads should also devote thought to a cheaper fuel y. Coal and oil using roads pay out colossal sums each
for fuel when in this northwest region a cheaper source of er is available. The Lewis report on the Umatilla rapid poject asserts that 100,000 electuc horse ary power possible oregon trains. During 11 months out of


Nor it it hard to see that use of this power would chec
saving in operating costs. The experience of the Chicago waukee \& St. Paul proves the economy in operation of trains olectricity. Should the O.-W. R. \& N. system secure powe)
the Umatilla ripids it would have power from a cheaper ume than the Milwaukee. Power could be secured at a cot of per horsepower are finding that electric power at $\$ 50$ per sepower a year is cheaper than coal. If $\$ 50$ electricity beats
it think of the economy that could be worked by operating W. R. \& N. trains with $\$ 10$ power. It is easy to surmise that
ctrification of the O. W. R. \& N. system would effect a slag-
ing reduction in fuel cost. The change would also involve her operating economies because an electric locomotive redited with doing the work of three steam locomotives.
mans fewer locomotives, fewer employes and lower rates roading will be solved when Columbia basin power is gener 1 and used for transportation purposes. The O. W. R. \& N
should take a particular interest in the Umatilla rapids probecause there are signs the pathway may soon be clear so

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\begin{aligned}
& \text { WHEN TRAVEL IS LIGHT }
\end{aligned}
$$ TO VISIT UNITED STATES DURING

$$
\begin{aligned}
& \text { WHEN TRAVEL IS LIGHT } \\
& \text { F you are going on an automobile trip and waut to avoid al } \\
& \text { possible traffic you should go on Tuessay or Wednesdiy } \\
& \text { Such is the conclusion reached from a study of a traffic cen }
\end{aligned}
$$

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\begin{aligned}
& \text { nday figures and on Tuesday the } \\
& \text { There is less traffic cn the road } \\
& \text { morning than at any other time }
\end{aligned}
$$

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MANY FOREIGN PLAYERS EXPECTED WINTER TO PURTICIPATE IN PLA

Billiard Tournament at Chicago
Proves Attraction to Many
of Best Shots of Europe.

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\begin{aligned}
& \text { be the least traffic, start between } 2 \text { and } 3 \text { oclock in th } \\
& \text { ning. (But when is one to sleep.) }
\end{aligned}
$$

$$
\begin{aligned}
& \text { ning. (But when is one to seep. } \\
& \text { Traffic increases in amount steadily from Wednesday to } \\
& \text { (urday, the cessus shows, and then jumps into big volume on }
\end{aligned}
$$

$$
\begin{aligned}
& \text { (urday, the census shows, and then jumps into bir volume on } \\
& \text { aday. The volume on Sunday is about twice that on Tuesday }
\end{aligned}
$$

$$
\begin{aligned}
& \text { The volume on Sunday is about twice that on Tuestay } \\
& \text { Wednesday. On Monday there is a decided drop from the }
\end{aligned}
$$

$$
\begin{aligned}
& \text { morning than at any other time of day, Fron } 3 \text { oclock } \\
& \text { there is a slight increase; then a steady climb umtil it. Ba } \\
& \text { veen } 11 \text { oglock and } 1 \text { there is a slight drop, and then an in }
\end{aligned}
$$

$$
\begin{aligned}
& \text { ween } 11 \text { oglock and } 1 \text { there is a slight drop, and then an in } \\
& \text { ceise again until the peak is reached between } 2 \text { and } 3 \text {. Afte } \\
& \text { oclock traffic drops slightly until } 7 \text { when the decrase bo } \\
& \text { ones more pronounced. By midnight tralfic has almos }
\end{aligned}
$$

$$
\begin{aligned}
& \text { clock traffic drops s } \\
& \text { ones more pronounce } \\
& \text { cheded its lowest point. }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Ned its lowest point. } \\
& \text { Ninety per cent of the day's fraffic, the census shows, rolls } \\
& \text { wre the road betyeen } 7 \mathrm{a}, \mathrm{~m} . \text { and } 9 \mathrm{p}, \mathrm{~m}, \text { and } 52 \text { p.r cent be- } \\
& \text { uwoen } 1 \mathrm{p} . \mathrm{m} \text {, and } 8 \mathrm{p}, \mathrm{~m} \text {. }
\end{aligned}
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The Mystery of the Cook's Pet Parrot

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## hesterfield

CIGARETTES

