

BETTER BUILT CARS AND ENGINES PLAN OF INDUSTRIAL LEADER

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for a good deal of this slowness. The excessive weight of the freight trains themselves is responsible for some more. The weight of the average freight car is almost equal to the load it carries. Oftentimes the freight in a car is much lighter than the car itself. Imagine what it means to a locomotive to have to draw so much dead weight.

Reduce Weight of Cars

"I am preparing to build freight cars in which the weight will be reduced two-thirds without sacrificing anything in carrying capacity. This can be done by using steel containing alloys. Cars of this kind can be built as cheaply as the present style of cars. It costs something to make a better quality of steel, but this is offset by the fact that only one-third as much steel is used. I am also designing a new type of locomotive in which the weight will be reduced one-half, yet this locomotive will draw as many loaded light freight cars as the present type of locomotive will draw of heavy ones.

"I also expect to reduce by seventy five per cent the amount of coal burned by locomotives. Simply by going over one of our old locomotives and making such changes and improvements as I could, short of rebuilding it, I have reduced by fifty per cent the amount of coal it burns. The locomotive now covers the distance between Springfield, O., and Detroit on five tons of coal, whereas it used to consume ten.

"Think what it would mean to American railroads to cut their coal bill one-half! A great part of the traffic that each road carries is coal that it burns itself. Reduce the coal bill one-half and the cost of railroading is not only made less, but equipment is released that may be used for carrying freight for the public.

Increase Freight Speed

"Can you begin to realize how inefficiently our American railroads are run? Think what it would mean to increase the average speed at which freight is moved from twenty to two hundred miles a day! That means that the freight-carrying capacity of American railroads can be multiplied by ten without increasing equipment and without additional cost. American farmers and shippers generally are crying out against high freight rates. If freight is being moved only twenty miles, yet the charge is approximately the same as it should be for moving it 200 miles, is it any wonder that freight rates are regarded as high?"

"Mr. Ford," I said, "suppose you were in charge of all the railroads in the United States, could you do with them what you have done and what you propose to do with your own road?"

He winced at the question because of its form. To have given an affirmative answer might have seemed like boasting. So I changed the form of the inquiry and put it this way: "Could any man of good administrative ability who understood your railway methods—could such a man do for all American railways what you have done and hope to do on your own road?"

"Yes," he replied, "it would be so more difficult to apply my principles to all lines than it is to one, could run them all as easily as I run my own."

"What would be the first thing you would do," I asked, "if all the railroads in the United States were under your control?"

"I would send word to the D. T. I. to extend their principles to all other lines."

Mr. Ford laughed as he said this, and then added: "But I do not believe the railroads of America can be properly run except under government ownership. Present wrongs are too deeply entrenched, and if it were possible to remove them—which it is not—they would spring again under private ownership. There are too many parasites on American railroads—people who own stock and demand dividends, but never do any work on the roads. Nobody should get a cent of railroad income except those who work the railroads and earn it. But I believe that under private ownership American railways will soon follow my example and cut down the weight of their cars two-thirds. I am not going into the car-building business except for my own road, but there will doubtless be other builders who will see the advantage of saving two thirds of their steel. The railroads themselves will see it."

Talks About Coal

"Other railway managers, too, will see the desirability of saving two thirds of the coal that they are now burning in their locomotives. I am

even making experiments to see if I cannot burn the coal in the mine and do entirely away with coal-burning locomotives. That is Mr. Edison's idea. I cannot give him enough credit for what he has done for me. Coal contains two hundred and eight ingredients. All of these ingredients can be obtained by burning the coal if one cares to go to the expense of saving them all. Down at the tractor plant at the Rogue we are burning about one thousand and seven hundred tons of coal daily, simply to get what is in the coal. We are taking out only the benzol, gas coke, ammonia and a few other ingredients. Each ton of coal contains a little more than two gallons of benzol. There is no better fuel for an internal combustion engine than benzol. A

CENTRAL EUROPE U. S. IS POSSIBILITY; BELIEF OF CZECHO-SLOVAKIA

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ed to establish definitely the basis of a new order of things and to reconstitute politically, economically and socially the central Europe of the future.

Not a Military Body

"The little entente is neither a military enterprise nor a political combination. It is the expression of the constructive forces which are at work in central Europe; it is the backbone of the new political and economic systems in this region; it is the instrument of a collaboration offered to a world which is reconstructing itself. That is why the presence of a Hapsburg on the throne of Hungary is absolutely incompatible with the new order and why the reappearance of a Hapsburg would signify disaster and inevitable war.

"We have to struggle against formidable elements. Sometimes they appear in the guise of monarchist movements for the return of the Hapsburgs; sometimes under the Bolshevik colors, and sometimes in the form of reactionary, aristocratic and militarist movements.

"But each day we lay a new stone on our edifice. Foot by foot we elaborate a new system which rests upon political, economic and commercial treaties, which respect the full sovereignty of the new states and represent the expression of particular conditions in each. On one side the feeling is growing that no individual can exist by himself alone, and on the other the conviction that the relations between civilized states are assured by the principle of mutual interdependence, a system which, some day, will be logically crowned by the creation of a 'United States of Central Europe.' I do not doubt for a single instant that we shall succeed in our task, for we are faced by a law of historical evolution, which is inevitable."

ELKS WILL HONOR EIGHTY-SEVEN PAST MEMBERS; MEMORIAL

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lard Grubb, Elmo Neil and Harvey Clift will act as ushers. Mrs. C. C. Robertson and Mrs. C. C. Jacobs will be the accompanists. The memorial day committee in charge is composed of E. C. Payne, O. Winter and A. J. McCallen.

The Elks' lodge has had fifteen past exalted rulers since the founding of the lodge. They are: E. V. Carter, C. H. Pierce, G. A. Knoblauch, H. C. Sparr, A. G. Livingston, F. G. Swedenburg, E. T. Staples, W. E. Newcombe, J. M. Wagner, D. A. Applegate, Geo. W. Owen, J. K. Choate Jr., A. C. Nininger, D. Peruzzi, P. K. Hammond.

The present officers of the lodge are: Harry K. Tomlinson, exalted ruler; G. H. Hedberg, esteemed leading knight; A. C. Briggs, esteemed loyal knight; F. F. Whittle, esteemed lecturing knight; J. Edw. Thornton, secretary; P. Provost, treasurer; Hubert B. Bentley, esquire; E. E. Miller, tiler; Guy C. Jacobs, chaplain; Elmer J. Smith, inner guard; Otto Winter, organist. Trustees: H. H. Gillette, D. A. Applegate, Frank Jordan.

The following past members will be honored at the memorial exercises: Chas. A. S. Vivian, founder of the order; Chas. V. Hermann, J. A. Strobeck, Jos. S. Dewey, John H. Walbridge, Wm. J. Virgin, Taylor J. Murphy, Theo. B. Kinsman, C. H. Capellar, Hardman Horn, James E. Patzick, Henry D. Kubli, John M. Hoey, Wm. J. Darroch, Z. M. Gossett, E. K. Leavitt, Geo. W. Crowson, J. T. Norman, C. B. Austin, J. N. Watson, Walter E. Conner, A. E. N. Cox, C. W. Jackson, A. B. Olds, H. Cross, Ralph H. Burns, Wm. C. Bartlett, Eugene A. Sherwin, J. M. Engle, C. B. Dille, Alex McLeod, F.

J. McNulty, Arthur S. Hubbard, Wm. G. Gowland, Henry J. Clark, Wm. S. Howery, Ellis J. Neil, Fred L. Dodge, A. H. Conner, Emmett Beeson, Max Pracht, S. A. Carlton, Ray F. Sayle, F. L. W. Coates, John T. Kelly, Theo. J. Saul, Michael McGrath, Chas. V. Beeler, Thos. E. Carlton, Walter W. Blalock, Joseph G. Hurt, Owen T. McKendree, Earl R. Beeson (in the service), R. R. Redwine, Wm. H. Shirk, Harold Orle Powers (in the service), E. C. Kight, Edgar J. Wright, Frank A. Moore, A. E. Graham, J. C. Dodson, J. A. McIlhenn, A. L. Irwin, A. O.

Dunbar, F. M. McMahon, L. A. Neil, Joseph P. Hendricks, George N. Gray, Herman F. Pohland, A. S. Martin, Bernard Daly, John A. Bailey, Chas. E. Abbott, Geo. W. Owen, Frank E. Lichens, W. A. Wilshire, John C. Hyde, Arthur S. Brown, Ralph A. Hughes, Chas. H. Veghte, Benton Bowers, V. L. Snelling, Geo. T. Wilkerson, L. M. Hobson, Ernest E. Marcy.



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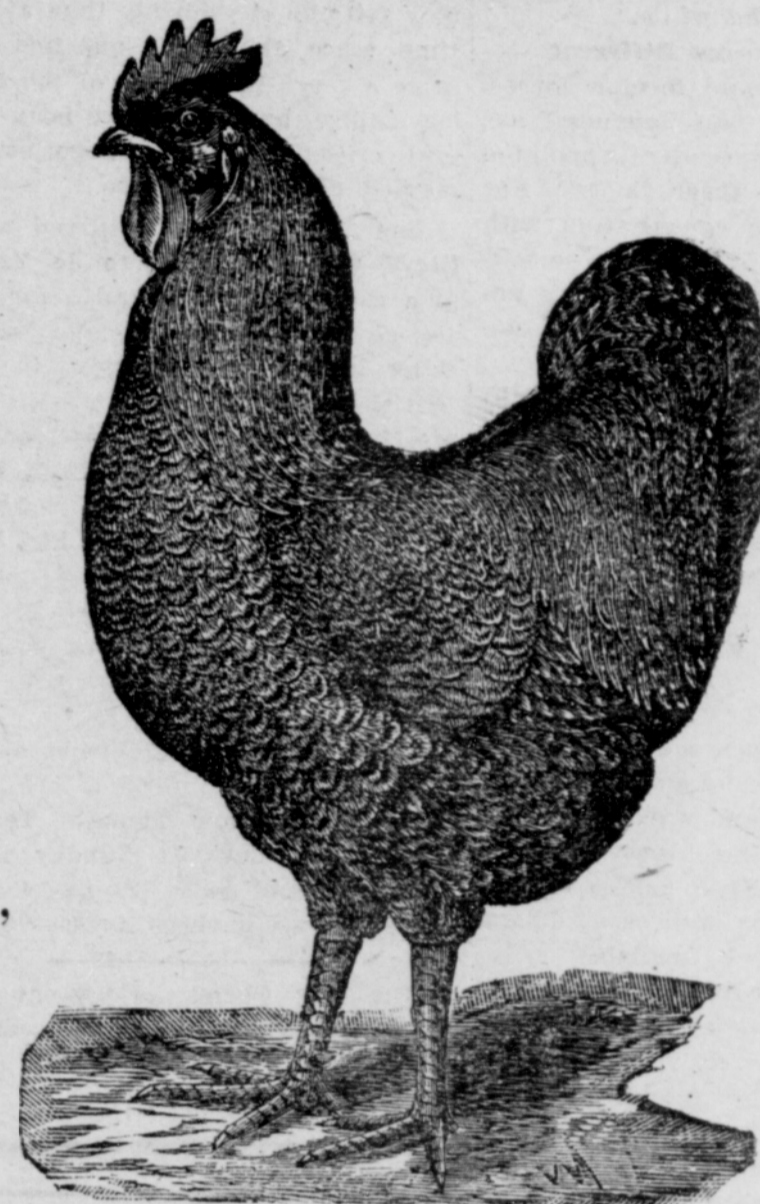
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