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twenty-eight offices, and all my associates in these offices have been taught how to practice painless dentistry as well as I can do it myself. We have fixed up the teeth of over a million people, and call our way of practicing

"the E. R. Parker System." If your teeth are bothering you, and you want them put in good shape without hurting and without paying a fancy price, come to our nearest office, which you will find located at

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BEEKEEPERS ORGANIZE

Beekeepers of Deschutes county have organized a county association at Redmond, reports H. S. Scullen, bee specialist of the agricultural college, who assisted them in putting their industry on a more stable basis.

Mr. Scullen's services to beekeepers of Washington state, where he delivered a series of lectures on important phases of the industry, are highly commended in reports submitted by the organizations. Meetings were addressed at Elma December 13-14, and at Olympia December 15-17.

RAILROADS CONFIDENT FUTURE

WM. SPROULE
President of the Southern Pacific Company

The railroads begin the new year with confidence as to their ability to meet the transportation needs of the country. Their operation by the government was for the purpose of meeting war necessities and not the normal demands of the country. The war conditions under which government control was exercised were adverse to efficiency and economy. Therefore when the railroads were returned to private control, as a necessary result of these conditions and notwithstanding the individual spirit of patriotism and loyalty in the railroad service which helped in so large a measure to win the war, the railroads found themselves with organizations disrupted, revenues insufficient, and as a result their credit impaired, and with equipment reflecting war use and war neglect in its condition. On the one hand was a congestion of traffic incident not only to the volume to be moved but to the shifting of industry into changed channels of production, and thereby transportation as a result of peace activities superseding the work of the war. On the other hand were the carry over questions as to wages which the United States Railroad Administration had not been able to dispose of satisfactorily and which resulted in the switchmen's strike and a marked uneasiness elsewhere, accompanied by uncertainty which always leads to inefficiency.

The nation declared its policy toward the railroads in a constructive way by the Transportation Act of 1920, and the railroads have endeavored to be responsive to the spirit of that policy.

What have the railroads accomplished in the ten months of private control and what have they to look to in the future?

The labor problems have been in very large degree settled through the Railroad Labor Board provided under the Transportation Act. The increased wages resulting and other increased costs of operation not previously reflected in higher rates have been met by increases in rates determined by the Interstate Commerce Commission as necessary to carry out the intent of the new Transportation Act. These rates were made effective in the latter part of August, except where certain States for one reason or another have not cooperated with the

Interstate Commerce Commission with respect to the increases affecting the movement of commerce within their individual borders. It is yet too early to say whether or no these new rates will give the desired results in establishing the financial credit of the railroad as a whole to the extent that they may be able to attract the necessary money to care for the transportation needs of this growing nation.

Without hesitation, however, the railroads have attacked the problems placed before them on March first last. Results are read in the records of achievement. The unmoved loaded freight cars on December first were one-fifth of those on March first. The equipment has been not only re-located to meet the changing needs of the country emerging from war into peace but it has been brought back a long way towards its pre-war condition and effectiveness. For example, on September 30th on the lines of the Southern Pacific the locomotives in had order were only a little over 60 per cent of the number in had order on March last. The railroads during these ten months have carried the largest traffic in the history of the country compared with any similar period of time. The average movement of freight cars since the lines have returned to private control have increased 35 per cent and incidentally it may be remarked that the average movement of freight cars on the Southern Pacific per day is 40 percent above the average in the United States. The Southern Pacific during the nine months ending September 30th handled 750,000 tons more than during any corresponding period of any previous year. These results have not been obtained by the railroads alone. They have come as a result of the team work of the nation, the shippers and the railroads. The constructive spirit of legislation, the admirable work of the shippers in loading and unloading cars promptly, and loading them to the maximum whenever possible have been as great factors as the new spirit within the railroads themselves.

The railroads are gaining in the spirit of service and in the pride of work well done. Once again they have become individual companies each with its own forces in the field seeking to please the public by prompt attention to its wants and soliciting patronage on the basis of service performed. This high rivalry in service is again animating the forces of the railroads through all ranks. The pride is in performance rather than in pay day.

While realizing what has been accomplished, yet every thoughtful man in the railway service whatever his place must feel that there is much yet to be done before a fully efficient transportation system which will demand the full respect and support of the American people, is re-created. In live there are many drones. In times of extraordinary activity and especially war activity, these drones get more than their reward for the time being, and sometimes, giving more energy to agitation than to constructive work, they influence their clearheaded and industrious associates—and these also only for the time being; but in the end we can always count upon the clear thinking, substantial of industrious and conscientious men to handle the problems arising with good judgment.

We are now going into a period when the drones must either get out of the hive or work. The other men and women in industry generally will assert themselves in the interest of efficiency knowing that the downward course to industry must be checked; if otherwise because of falling markets and falling work they realize that such downward course must work to their own undoing. In all lines of business activity we are facing the condition at the present time of having wages and expenses at their highest, while markets are dropping and the demand for our products is less than the supply. I sometimes think a large part of the trouble at present lies in the fact that we have permitted the thought of the nation, which is common thought of all, to be directed by phrases that creep into the ear of the average man but often cover injurious things. Sentiment is too often born of phrase making. For instance, we have heard a great deal about "collective bargaining." The phrase very often catches the people generally without full understanding of what it may mean either to those directly concerned or to the public at large. Another example is the set phrase, "capital and labor," which has crept into the relations of employer and employee. The working man knows he is not a capitalist and so public thought allows the impression that every man represents either capital or labor through the use of this set phrase. It is true. Yet the misleading phrase, "capital and labor," has been allowed to get into the ver-

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nacular until it has hardened in the mind of the man who works. The employee and the employer are in direct relation and they both use capital, and without capital neither could get along.

Another phase by way of final example is "guarantee from the government" as expressive of the relations between the government and the railroads under the Transportation Act of 1920. There is no such guarantee since October 1st. The Interstate Commerce Commission under the new act has established certain territorial groups in the United States and established transportation rates on a basis which it is presumed will give to the railroads as a whole in each of these groups possible earnings of 5½ percent upon the value of their properties, which value the Interstate Commerce Commission is to determine. The rates also provide for another ½ of 1 percent to be used in improving the road that earns it. Any return above 6 percent is divided by the railroad that makes it with the treasury of the United States. If any railroad fails to earn its 5½ percent, then the deficit is not made up from any source. Under such conditions as the government may prescribe loans are made to the railroads that can show need of them, that their investment is for the public interest and they are unable to secure funds elsewhere; but it must be remembered at this time that money costing the railroads from 7 percent

to 8 percent at the very time are being allowed 5½ return value of their properties.

It is not an ideal situation, are some errors of judgement. At every point the railroads meet with taxation and other taxes in these days. But the one plan has been asked by government in the regulation of the railroads and we are to make it fully successful. Plans of regulation have been punitive in character, and the law is entitled to the support of all who strive for improved conditions in that transportation which is the servant of all.

The railroads have had to stand for existence often against enormous odds, but we look in the future not merely with hope, but with faith. We ask from the lie a continuation of the spirit of constructive co-operation which has been so helpful toward solving problems and for which we by deep appreciation. The railroads will cooperate in the development of continued and improved service.

The best food to build bones, muscles is milk, which also protects children from disease. A quart of milk should be supplied each day, little each meal as a beverage, slightly warmed for young children and with cereals, soup or other food. House economists, O. A. C.

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