

The Santiam News

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L. W. CHARLES

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OUR PUBLIC FORUM

JULIUS KRUTTSCHNITT,
On the Business Pond.



Mr. Julius Kruttschnitt, when asked to give his views on the business outlook of the nation from the railroad standpoint, said in part:

"Business as

today organized

may be likened to

a great pond, in

which numberless

waves are start-

ed one after an-

other by the pur-

chases and sales of the many individ-

uals and companies, these waves

spreading in all directions, crossing

and recrossing, until their force is

spent.

Everybody appreciates what would

happen if a great bowlder like the Eu-

ropean war should suddenly be

dropped into the business pond, but

not everybody appreciates the effect

of the slackening of activity at some

important center of wave force. The

effect of a reduction in the purchasing

power of farmers, following a season

of bad crops, is generally understood.

But how about the purchasing power

of the great transportation industry?

With the steady march of operating

expenses upon revenues, without cor-

responding increases in railway

charges, the railways have been driven

to curtail all expenditures, and

even stop entirely many customary

purchases for extending and improv-

ing their facilities. The business pond

is too big, and its wave activity too

complex, to say that this is the sole

cause of the present quiescent state

of its surface, but it unquestionably is

a cause of the greatest importance.

How important this cause will appear

from the amount of railway expendi-

tures.

"Take, for example, the year 1913,

the last for which complete figures

are available. In that year the rail-

roads spent \$2,170,000,000 in expenses

for operation, of which \$1,373,000,000

was for wages and salaries. In addi-

tion, they spent \$425,000,000 for in-

terest, \$200,000,000 for dividends, and

\$480,000,000 for new tracks, locomotives

and cars, or for additions or bet-

terments to property already in exist-

ence. The total expenditures for 1913

amounted, therefore, to about \$3,350,-

000,000.

"Some details of railway purchases

of materials and supplies for 1913 are

as follows: For fuel for locomotives,

\$250,000,000; for lubricants, water and

other supplies for locomotives on the

largest roads alone, \$25,000,000; for

stationery and printing, \$20,000,000;

for station supplies, \$12,000,000; for

advertising, \$9,000,000; for rails, ties

and other materials for repairing and

maintaining track already built, \$104,-

000,000. It should be noted that these

statistics of actual purchase cover

only what is needed to keep the rail-

way plant in the minimum of work-

ing condition. More abundant re-

venues would not only result in higher

and more generous maintenance, but

in new construction work in the pub-

lic interest.

"A question deserving thoughtful

attention is: If railways should be al-

lowed a slight increase in charges and

relief from costly restrictions upon

details of operation, would not the in-

creased buying power that would be

precipitated by the addition to their

available revenues agitate the busi-

ness pond to a desirable degree of

wave activity?"

We make a specialty of
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the law, 30c per hundred at the
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LIFE ON A BATTLESHIP.

All Work on the Big Fighting Machines
Is Highly Specialized.

The big fighting ships of our navy are marvels of mechanical ingenuity, being equipped with every known device to insure safety and efficiency, and each, with its crew of a thousand or more men, constitutes a small village in itself.

The admiral in command of a fleet gives himself little specific concern about the individual ships. The vessels in the fleet collectively occupy his attention, and he moves them about like chessmen on the ocean.

On each battleship the captain is supreme in command. The navigating officer is responsible for the sailing of the ship. He is provided with charts and maps of every bit of water on the globe, and it is his business to choose the shortest and safest course between whatever two points the vessel may be ordered to sail.

It is the business of the chief engineer to see that the engines and the other machinery are kept in good order and that each performs its functions properly. The ordnance officer has charge of the big guns and ammunition. In short, the work of the ship is all highly specialized, each officer and man being assigned to some particular duty, so that no one on a modern battleship can boast that he understands the whole ship.

Naturally the sea air and the exercise incident to a sailor's life develop big appetites, and Uncle Sam sees that all are given three substantial meals every day. Some 4,300 pounds of food are consumed on an ordinary battleship every twenty-four hours. The American sailor is particular about what he eats, and the regulations give him ample protection in this respect. If he should find a fly in the butter, for example, any sailor is privileged to complain, and his complaint is sure to get to the captain, who makes it his business to find out the why and the wherefore of the objectionable combination. —Cleveland Plain Dealer.

On a Party Line.

On a Sunday afternoon an esteemed party named Smith casually remarked something about dinner, whereat his wife wearily sighed.

"John," said she, "I am too tired to cook tonight. Suppose we visit one of the neighbors and take a chance on being invited to stay for dinner."

"All right," was the ready rejoinder of willing father. "How about the Browns?"

"Not on your life!" quickly replied mother. "The Browns are going to have pork and cabbage. I heard Mrs. Brown order it over the party telephone. The Greens ordered chicken." —Philadelphia Telegraph.

A Nonbeliever.

Mrs. Fidget (as she lays down her novel)—These ghost stories are silly. Just as if any one could believe them!

Mr. Fidget—Yes, that's so. But you had better go to bed now, dear. It's after 11 o'clock, and I'll have to be up for a couple of hours yet.

Mrs. Fidget—What? Go to bed right after reading that book? Not much! —Exchange.

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the News office.

Notice For Publication

Department of the Interior

U. S. Land Office at

Portland, Oregon, September 27, 1915

Notice is hereby given that John B. Erickson, assignee of John Kingston, Administrator of the estate of Daniel Cronin, Dec'd., whose postoffice address is Washougal, Washington, did on the 27th day of September, 1915, file in this office his application, Serial No. 04586, to enter under the provisions of Sections 2305 and 2307, Revised Statutes of the United States of America, the s e 1/4 of s e 1, sec. 19 and the s w 1/4 of n w 1/4 sec. 28, T 11 S, R 4 E, Willamette Meridian.

Any and all persons claiming adversely the lands above described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to the applicant, should file their affidavits of protest in this office on or before the 20th day of November, 1915.

N. Campbell, Register.

Pure Aluminum Ware

These are Regular Prices

9 inch Pie Tins 20c, Sears Roebuck price	21c
2 qt. Pudding Pans 35c	39c
3-qt. Rice Boiler, \$1.65	\$1.70
2-qt. " " 1.35	1.45
No. 8 Tea Kettle 2.50, Rice & Phelan	3.50
No. 8 " " 3.10, Wear ever price	4.25
(with Insert)	
Roaster - 2.00, Rice & Phelan	2.10
4-qt. Berlin Kettle 1.10	1.10
6-qt. " " 1.30	1.30
8-qt. " " 1.55	1.55
6-qt. " sauce pan 1.40 Sears Roebuck	1.45
4-qt. " " 1.10	1.17
3-qt. " " 90c	95c
2-qt. " " 65c Rice & Phelan	65c
3-pt. Coffee percolator 1.25	2.00
4-qt. Preserving kettle 85c	95c
6-qt. " " 95c	1.05
8-qt. " " 1.20	1.25

With every purchase of the above you have the privilege of a one quart stew cup for 15c. All of the above prices are strictly for cash.

N. I. Morrison

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Sunset the Pacific Monthly 10 mos. and News one year
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