

# TRAFFIC DELAYS NOT CAUSED BY CAR SHORTAGE

### Inadequate Terminals and Slow Loading and Unloading Caused Congestion—Much Longer Time Taken in Terminals Than in Moving—Situation Analyzed.

(By John E. Lathrop, Special Correspondence from Washington.)

WASHINGTON, May 17.—Why is it that freight has moved so slowly before and since the war? Business men and the ultimate consumer have protested for years against the delays in deliveries of commodities and it has been stated with truth that the rising cost of living were in part due to the inability of shippers to get shipments through within specified spaces of time.

The conditions were so general that there arose a universal demand for more cars, and "car shortage" was commonly given as the reason for the annoying and expensive delays.

Car shortage never was the fundamental cause. It was instead inadequate terminals and slow loading and unloading, in almost all instances.

**Susceptible of Proof.**  
This is easily shown by facts which the citizen in expert as to railway traffic regulation and movement may understand.

The average movement per freight car per day was 24 miles, before the war. This was one mile an hour. Yet freight trains move from 14 to 18 miles an hour. The difference—13 to 17 miles an hour—was caused by time consumed in terminals in holding cars.

Some time must be thus taken. But the use of thirteen-fourteenths of the time in terminal delay is, on the face of the matter, enormously in excess of normal requirements.

Four elements enter into the utilization of a freight car: 1. Time used in loading it by the shipper. 2. Time required to move it out of the terminal. 3. Time consumed in hauling it to the destination. 4. Time that elapses from arrival to its unloading and final release by the consignee.

If, therefore, the time for actual hauling be one-thirteenth of the time the car was set apart for that particular shipment, it becomes apparent that it is not shortage of cars, or lack of engine motive power, but delay in terminals that has caused the delay.

**Some Illustrations.**  
In 1915 between Harrisburg and Altoona, Pa., I saw a solid line of freight cars on the tracks between stations—a three hour run by a passenger express train—and these cars were waiting to pass the Harrisburg terminal for movement to seaboard for export shipment.

Assume that some one sought to cure that freight glut by adding cars and engines to the Pennsylvania railway's freight service on that division. Assume that 100,000 cars and a thousand engines had been placed on the tracks and in the terminals westward from Altoona. The congestion from there to Harrisburg would not have been helped, but made worse.

If the cars already in commission on the division could not be moved east, it is obvious to the eye that 100,000 more cars could not be moved through.

**A Coal Miner's Plight.**  
In 1917 an Indiana coal miner ten miles west from Evansville ordered a car of pumping machinery from Pittsburgh and sent a man to ride on the freight train with the car—probably dead out some cigars to oil the car's way along the route—and it arrived in Evansville in surprisingly brief space of time.

There the car-accelerator thought his troubles had ended, that the car would move quickly through the Evansville terminal, and so he took a passenger train on to the mine.

The machinery actually arrived at the mine ten miles away several days later in the meanwhile the mine flooded, and it cost \$18,000 to pump it out—besides loss of production for a month.

**Instances Could Be Multiplied.**  
One could cite case after case, but most persons are familiar with the fact of delay in freight movement.

Take the transcontinental service. It is approximately 3,000 miles from Portland to New York. For years it was regarded as good fortune to get a shipment through in 30 days. That was an average of four miles an hour—far above the national average for freight movement.

Yet there were immensely long hauls in the plains country where a

# GERMANS MUST MARRY BEFORE 20 AND HAVE CHILDREN

LONDON, May 17.—The German commission appointed to examine the decline in the birth-rate in Germany has reported a recommendation for the compulsory marriage of Germans before their twentieth year is passed, according to a dispatch to the Daily Express, from Amsterdam.

Final assistance would be granted by the state, according to this plan, which provides penalties for those failing to comply. Provision also is made for the punishment of married couples who remain childless.

A report from German sources shows a fall in the birth-rate in Germany during 1915-17 equivalent to the loss of two million infants. Forty per cent fewer births occurred in 1916 than in 1915. These figures are compared with a decrease of ten per cent in the birth-rate in England and Wales.

The infantile death rate in Germany has been kept well down, but reports show it is 50 per cent higher than in England and Wales.

## RIVET DRIVING IS DONE VERY RAPIDLY

PORTLAND, May 17.—By driving 4089 rivets in nine hours, a crew at the shipyard of the Northwest Steel company, working on the 8800-ton steel steamer, Westview, today established what is claimed as a new American record. The best previous performance in driving rivets was a total of 3415 in nine hours, made by a crew at the Wyandotte plant of the Detroit Shipbuilding company. The record claimed for today's performance was wired tonight to Chairman Hurley of the United States shipping board.

## BELGIUM HUNGERS SAYS HOOVER

WASHINGTON, May 17.—Belgium now is starving and some of the ships supplying the allies must be diverted to carry relief, President Wilson was told today by Food Administrator Hoover. Under the present plan of pooling the ships and the food supplies, Mr. Hoover said other countries are getting the food and Belgium is being neglected.

One of the factors in the present situation is the diversion of tonnage to ship grains to Switzerland under America's agreement with that country.

Train would actually move 20 miles an hour, or at the rate of 208 miles a day. The excess time consumed was lost in terminals.

**Not Rare Cases.**  
I have not selected a few cases which although true are rare. It is of common knowledge that such delays have been characteristic of American transportation and business life for years.

If, therefore, the control of the railways by the government result in expanding terminal facilities, rendering them adequate to traffic needs, the one fundamental improvement demanded for American railways will have been given.

Additional cars and locomotives of course are needed to replace worn-out equipment. But at a given moment it is plainly to be seen that reform of terminal handling and expansion of terminal capacity and furnishing would do more good.

**Jim Hill's Opinion.**  
The late James J. Hill was popularly believed to know something about railroading. Some years before he died, he said:

"A billion dollars a year for ten years for railway terminals would only keep pace with growing traffic demands. And it is in terminal capacity a railway's efficiency is measured."

Mr. Hill did impress the terminal capacity also. But his whole career proved his understanding of the fundamental value of terminals and their essential control of freight car use efficiency.

It is the "neck of the bottle" principle—if you enlarge the bottle and not its neck, you will not pour fluid out when you try to pour. So, with not expanding terminals, added roll, stock and motive power are of only small value, comparatively.

# \$1,600,000 LEFT BY MRS. PALMER OUTSIDE ESTATE

CHICAGO, May 17.—The personal property left by Mrs. Potter Palmer, the society leader who died last week in Florida, was \$1,600,000. This is exclusive of the trust estate left by Mrs. Palmer's husband which 12 years ago was estimated at \$8,000,000. Mrs. Palmer's will was filed today.

The value of the trust estate is now valued at between \$20,000,000 and \$25,000,000. The income from it, by Mrs. Palmer's death, now goes to the two sons, Potter and Honor. The will makes several important charitable bequests as follows:

To sons to be used for philanthropy, \$400,000; to the United Charities of Chicago, \$100,000; to Art Institute, Chicago, Art Works, \$100,000.

Many bequests are made to relatives and faithful employees of Mrs. Palmer's household and Florida estate. H. H. Edmunds of Los Angeles, Cal., is given \$1,000.

## COMMENCEMENT EXERCISES AT GOLD HILL

The commencement week program of the Gold Hill high school, May 23-29, 1918, will be as follows:

- Thursday—Picnic at Ashland.
- Friday—Class program.
- Saturday—Class party.
- Sunday evening—Baccalaureate sermon by Mr. J. H. Doran of Ashland.
- Monday—Class day.
- Tuesday—Work.
- Wednesday—Commencement.
- Supt. Hills of Medford, has been selected to address the senior class.
- Alva Cook, Velma Davidson, and Ada Lewis have been selected to represent the class at commencement.
- Elmer Cooksey, Maude Coy and Lizzie Smith, represent the class at the senior program, the other seniors will deliver their orations at the assembly room during the week.

## KERENSKY ON WAY TO UNITED STATES

NEW YORK, May 17.—Alexander F. Kerensky, who became premier of Russia in July 1917, and was deposed in November by the Bolsheviks, is expected to arrive in the United States next week, according to a report published today in the New York Call, a socialist organ. This report, sent from Washington, and said to have originated in authoritative sources, states that Kerensky probably will arrive at an Atlantic port Monday and will go direct to the Russian embassy at Washington, which is still in charge of Boris Bakmetoff, appointed to the United States during the Kerensky regime.

## Stork and Cupid Cunning Plotters

Many a New Home will Have a Little Sunbeam to Brighten It.



Could and the stork are held up to remembrance they are called on cunning plotters to herald the coming of the little sunbeam to gladden the hearts and brighten the homes of a host of happy families.

There is a most remarkable preparation, known as Mother's Friend, which has been used by women for over half a century before the arrival of the stork. This is a powerful and natural preparation for the adjustment of the body to the strain and tension of the waiting months, strain and tension as it were, and makes the mother and child alike so that when the little one comes the mother is naturally fit.

There, too, the nerves are not torn and drawn with that usual wretched strain, and many distressing, such as nervousness, nausea, bearing down and stretching pains, are among the discomforts and debilitating experiences which women have had. Mother's Friend is a most valuable preparation, and is a most valuable preparation, and is a most valuable preparation.

### FOR SALE

BY BROWN & WHITE  
Dealers in Farm Lands, Orchards and City Properties.  
10 So. Fir.  
Six acres, all under cultivation, crop in, good small house, etc., water right, on paved highway, a splendid value and the price is right.  
Stock ranch fully equipped, 15 acres in alfalfa, two sets of buildings, tractor, hay scales, fine band of sheep goes with place at \$150.00 per acre.

# LIGHTEST VOTE ON RECORD CAST FOR PRIMARIES

Unless there is a big outpouring of voters to the polls this afternoon and evening today's primary election promises to be one of the lightest in the history of the city and county. The voting booths will not close until 8 p. m.

The paucity of the vote cast this forenoon seemed in keeping with the general apathy and lack of interest in the election all during the preliminary campaign. As an illustration it can be stated that by 11 a. m. at the South Central and South Main street precincts but 14 votes were in, seven at each precinct; and at the city hall voting precinct but nine votes had been cast. Reports received from Jacksonville and other parts of the county this noon were that the vote up to that time had been exceedingly light.

It was generally expected that late this afternoon and early this evening the bulk of the vote would be cast, but nevertheless the prediction was made by those familiar with politics that the total vote would be exceptionally light.

## NEW MINISTER TO BE PLAYED TONIGHT

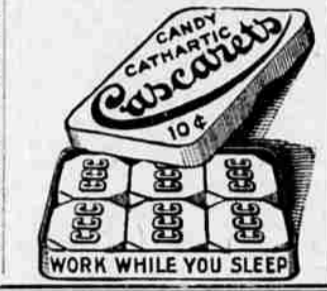
Friday night, May 17, at St. Mark's hall, a play, "The New Minister," will be given under the auspices of the Ladies' Aid of the First M. E. church.

There is much of the comic, something of a plot, a love affair, and other things to numerous to mention embraced in the performance.

The cast, as taken by local talent, includes numerous organizations, personages, etc., solos, duets, choruses, dialogues, soliloquies and chatter. All together there is much to entertain and amuse.

## LEST YOU FORGET! "CASCARETS" TONIGHT

End the headaches, biliousness, constipation, bad breath and bad days.



### The Grim Hand of the Law takes a babe from a mother's breast—She kills her husband—Was she right?

WILLIAM FOX Presents R.A. WALSH'S DRAMA **WOMAN and the LAW** STAGED BY R.A. WALSH

WHAT DID THE JURY SAY?

Based on the internationally sensational De Saules domestic tragedy. 2 DAYS ONLY.

# TONIGHT AND TOMORROW RIALTO

"The Shrine of the Silent Art."

## MAIL ORDERS PROMPTLY FILLED WE PREPAY MAIL OR EXPRESS

# MAY SALE OF WHITE

### BIG, POWERFUL VALUES IN WHITE

SATURDAY WHITE SPECIALS		SUMMER CORSETS	
Curtain Scrim—36 inches wide, hemstitched edges, a good 20c grade. On sale Saturday, yard	15c	Miller Bros. fine quality corsets, new summer models, pair	69c
Nifty Nainsook—30 inches wide, a fine grade for underwear. Cheap at 25c. For this sale, yard	19c	Warner's back lace Athletic corset with the elastic gore. On sale Saturday, pair	\$2.00
Bleached Muslin—36 inches wide, good quality. Very special for this sale, yard	19c	"Warner" Bros. "La Vida," all elastic corset, low bust, good quality. On sale Saturday, pair	\$1.00
Table Damask—60 inches wide, good patterns. Cheap at 75c. For this sale, yard	48c	NEW SILK DRESSES AND SKIRTS ON SALE SATURDAY	
SATURDAY SALE OF BEDDING		Women's Taffeta Silk Dresses, new styles, well made, nicely trimmed. On sale Saturday	\$13.50
"Ideal" sheets 72x90, bleached, good quality. Cheap at \$1.65. This sale, each	\$1.25	Women's plain and fancy Silk Skirts, the famous "Korreet" make. On sale Saturday	\$6.48
inch. Cheap at 20c. On Pillow Cases, 42 and 45 sale Saturday, each	12 1/2c	Women's extra fine grade Poplin Skirts, in black and colors, all new styles, "Korreet" make. On sale Saturday	\$8.98
"Kennwood" Sheets, hemstitched, bleached. Cheap today at \$1.75. For this sale, each	\$1.39	Women's "Sport" Silk Dresses, made of Crepe de Chine, the very latest style. On sale Saturday	\$25.00
"Pennant" Pillow Slips, 42x36. Very special, each	30c	Boys' Wash Suits, all sizes, made of Chambray and Ginghams, special Saturday,	69c
MAY SALE OF LITTLE GIRLS' DRESSES AND ROMPERS		EMBROIDERY SALE	
Children's Gingham Dresses, sizes 2 to 6, Good styles and colors, the material is worth more than we are asking Saturday. Each	69c	1,000 yards fine Embroidery Edges and Insertions in cambric and Swiss, 2 to 4 inches wide, up to 15c values. Saturday, only, yard	4c
Children's Gingham Dresses, 6 to 14 years, made of good quality, nicely trimmed. On sale Saturday, each	\$1.48	1,000 yards dainty Swiss and Nainsook Embroideries from 2 to 6 inches wide. Dainty patterns, up to 25c values. This sale, yard	15c
Better Dresses from \$1.75 to \$5.00.		500 yards, 18 inch Corset Cover Embroidery. Dainty patterns on Nainsook and muslin, up to 50c values. For this sale, yard	15c
MUSLIN UNDERWEAR AT LESS THAN MILL PRICES		1,000 yards Cotton Torchon and Pillow Slip Laces, up 4 inches wide. Cheap at 8c. For this sale, yard	3c
Children's Drawers, made of good materials. Special	29c	5,000 yards fine Val Lace and Insertion, up to 15c values. For this sale, yard	5c
LOT 1—\$1.00 values, 69c, consisting of women's fine Gowns, Corset Covers, Bloomers and Drawers, made of good materials, nicely trimmed, up to \$1.00 values. For this sale, each	69c	June Patterns and Designer now on sale.	
LOT 2—\$1.50 values, 98c, consisting of women's fine Envelope Chinese, Underskirts and Gowns, nicely trimmed, well made, values up to \$1.50. For this big sale, each	98c	Mann's The Woman's Store Medford, Oregon	
Colgate's Toilet Soap, Sold regular Hilbert's Soap, 15c. This sale, cake	10c	NECKWEAR New Collars, made of fine organdie.	69c
Children's Hats, new styles. On sale Saturday, each	69c	Children's Spring Coats, new styles. On sale Saturday	\$3.98