

RAILWAY AGE ANSWERS LAUCK

SAN FRANCISCO, May 16.—The "Railway Age" analyzes at length in its current issue, the charges made before the railroad labor board by W. Jett Lauck, on behalf of the railroad labor unions, that the railroads are wasting over \$1,000,000,000 a year by mismanagement. The labor leaders contend that no economies whatever should be effected nor reductions in the railroad payroll until all these alleged wastes have been eliminated.

"The largest item in Mr. Lauck's estimated possible savings," says the "Railway Age," is one of \$272,500,000 which he claims could be made by modernizing the locomotives. The estimate, like others he makes, is merely a wild guess based upon no tangible evidence. He says there are available locomotive devices which have demonstrated beyond question their ability to effect large savings. There are about sixty-five thousand locomotives in the United States. Even the oldest of the devices to which he refers have been available in practical form for only about ten years, and others for shorter periods. In this comparatively brief time 35,000 locomotives have been equipped with superheaters, 43,000 with brick arches, 37,000 with automatic fire doors, and 15,000 with power reverse gears. Many other improvements have been made. Never before were steam locomotives and the service rendered by them improved as much in the same length of time in the United States as in the last ten years. And yet, because all locomotives have not been made perfect, Mr. Lauck roundly abuses the railroads for alleged "mismanagement."

"As to needed improvements in locomotives and in engine terminals, the installation of machine tools in shops, the improvement of power plants, and many other things mentioned by Mr. Lauck, they can be made only by the investment of large amounts of new capital. New capital can be raised only if net operating income is earned to pay a return upon it. The only way the net return of the railroads can be made adequate, is by reduction of the present operating expenses, of which two thirds are wages. But Mr. Lauck opposes all reductions in the pay roll. He denounces the railroads for alleged wastes due to mismanagement and opposes the only means by which they can eliminate the larger part of the alleged wastes, many of which unfortunately do exist.

"The kind of intelligence and fairness shown by Mr. Lauck, is illustrated by what he says about 'Train Operation.' 'High powered locomotives have been developed with zeal,' he remarks, 'but the corresponding efficiency of trains loading has been overlooked.' Now, the fact is that the average freight train load increased from 475 tons in 1915 to 728 tons in 1920, or over 53 per cent in five years, and Mr. Lauck's own clients, the labor unions, did all they could to defeat this increase in efficiency by trying to secure the passage of legislation requiring the employment of extra men in train crews, or legislation reducing and absolutely limiting the length of freight trains and thereby reducing and limiting their loads. Among the largest item in Mr. Lauck's list of estimated savings, is one for loss and damage. Being a defender of unified government control, he makes no reference to the fact that the increase in freight claim payments from \$35,000,000 in 1917 to \$106,804,000 in 1919, or 205 per cent, occurred under government control. He quotes the 'Railway Age' as authority for the statement that a fifty per cent reduction can be made in loss and damage. He makes no mention whatever, however, of the fact that immediately after the return of the railroads to private operation the American Railway Association organized, and has since been conducting, a special bureau for the express purpose of carrying on a campaign to reduce by 50 per cent the enormous item of loss and damage which developed under government control.

SALEM, May 17.—Further reductions in price of gas furnished by the Portland Gas & Coke company will be ordered by the Oregon public service commission within the next few days as the result of a recent decrease in the cost of crude oil amounting to approximately 20 cents a barrel.

Five inches of snow covered part of the desert in the Imperial Valley of California near El Centro, April 4. This was the first snowfall in the memory of the oldest settlers of that region.

Another "Scheme" to Help the Wool Man

WINNEMUCCA, Nev., May 17.—Local wool men and merchants have agreed to co-operate with Joseph Wilson, Humboldt county farm bureau agent, in a movement to facilitate manufacture of pure-wool suits at \$36 to \$40. It is proposed to pay 30 cents a pound for the wool clips of Humboldt county and send the wool direct to cloth mills, eliminating the middlemen.

By this method it is said that all-wool cloth can be manufactured at an approximate cost of \$1.25 a yard which can be sold at \$3.15 to \$3.40 a yard to the trade. The plan is intended to benefit the wool grower, manufacturer and consumer.

NOTICE FOR PUBLICATION. (Publisher.)

Not coal land DEPARTMENT OF THE INTERIOR U. S. Land Office at Lakeview, Oregon, March 23, 1921.

Notice is hereby given that Ella M. McMillan, whose post-office address is 217 Pine St., Klamath Falls, Oregon, did, on the 24th day of June, 1920, file in this office Sworn Statement and Application, No. 011479, to purchase the SW 1/4, SE 1/4, SE 1/4, SW 1/4, Sec. 5; N 1/4, NW 1/4, Section 3, Township 38S, Range 12 E, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised, Four Hundred Twenty Dollars, the timber estimated 200 M board feet at \$1.00 per M, and the land \$120.00; that said applicant will offer final proof in support of his application and sworn statement on the 4th day of June, 1921, before Bert C. Thomas, U. S. Commissioner, at Klamath Falls, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

Notice will be published for nine consecutive weeks in the Evening Herald, Klamath Falls, Ore. JAS. P. BURGESS, Register. 29, Apr. 5-12-19-26 May 3-10-17-24

RESOLUTION The City Engineer pursuant to the Resolution of the Common Council heretofore adopted, having under date of the 2nd day of April, 1921, filed plans, specifications and estimates of the cost of improving Jefferson street from Third street to Fifth street, Fifth street from Jefferson street to Lincoln street, and from Fifth street to Sixth street on Lincoln street, including intersections; and the Common Council having taken the same under advisement and finding said plans, specifications and estimates satisfactory.

IT IS HEREBY RESOLVED, That said plans, specifications and estimates for the improvement of the aforesaid streets, including intersections, be and the same are hereby approved:

AND BE IT FURTHER RESOLVED, That the Common Council hereby declares its intention to improve said portions of Jefferson street, Fifth street and Lincoln street in accordance with said plans, specifications and estimates; said improvement to consist of paving said portions of Jefferson street, Fifth street and Lincoln street with Concrete, Willite or Bitulithic. The estimated cost of the improvement of said portions of said streets, including intersections, by placing thereon either Concrete, Bitulithic or Willite, or other hard surface pavement to be \$21170.35, said cost including grading, rolling, curbing and cement sidewalk.

AND BE IT FURTHER RESOLVED, by the Common Council that the following described property be and is hereby declared benefitted by said improvement, to-wit: Lots 5, 4, 3, 2, 1, Block 48, Lots 6, 7, 8, 9, 10 Block 41, Lots 5, 4, 3, 2, 1 Block 47, Lots 6, 7, 8, 9, 10 Block 42, Lots 5, 4 and westerly half of Lot 3 in Block 46, Lots 5, 6, 4, 7, and the westerly half of Lots 3 and 8 in Block 43, Lots 1 and 2 and the easterly half of Lot 3 in Block 42, Lots 1 and 2 in Block 43, Lots 1, 10, 2, 9 and easterly half of Lots 3 and 8 in Block 36, and Lots 6, 7, 8, 9, 10 in Block 35; all in First Addition to the City of Klamath Falls, Oregon; and that said property above listed and described be and hereby is declared to be assessed for the expense of said improvement.

AND BE IT FURTHER RESOLVED, That Monday, the 6th day of June, 1921, at the hour of 8 o'clock P. M., at the Council Chambers at the City Hall, be fixed as the time and place for the hearing of objections and remonstrances against the said proposed improvement and the Police Judge is hereby directed to cause notice of said hearing to be published as by Charter provided.

STATE OF OREGON,)
County of Klamath,)
City of Klamath Falls,)
I, A. L. Leavitt, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a duly enrolled copy of a resolution adopted by the Common Council on the 9th day of May, 1921, declaring its intention to improve Jefferson street from Third street to Fifth street, Fifth street from Jefferson street to Lincoln street and Lincoln street from Fifth street to Sixth street, including intersections, and approving the plans, specifications and estimates of costs submitted by the City Engineer.

A. L. LEAVITT, Police Judge.

12-23

NOTICE OF BOND OFFERING

Sealed proposals will be received by the Common Council for the purchase of an issue of \$3,619.00 special improvement bonds, authorized by Ordinance No. 549, for the im-

provement of Washington street from First street to Ewauna boulevard. Proposals to purchase said bonds will be received up to and including the 23d day of May, A. D. 1921, at the hour of 8 o'clock p. m., and opened at the regular meeting of the Council to be held upon said date. Said bonds to be dated as of April 10th, 1921, and issued in the sum of \$500.00 each, maturing in 10 years from date of issue optional at any coupon date on and after one year from date of issue and bearing interest at the rate of six per cent per annum, payable semi-annually; principal and interest payable at the Oregon Fiscal Agency in New York City. Proposals to purchase must be accompanied by certified check for five per cent of proposal, and be unconditional.

A. L. LEAVITT, Police Judge of the City of Klamath Falls, Ore. 7-18

NOTICE OF BOND OFFERING

Sealed proposals will be received by the Common Council for the purchase of an issue of \$31,916.23 special improvement bonds, authorized by Ordinance No. 548, for the improvement of High street from Sixth street to Eighth street; and Sixth street from Pine to High street and Seventh street from Pine street to Washington.

Proposals to purchase said bonds will be received up to and including the 23d day of May, A. D. 1921, at the hour of 8 o'clock P. M., and opened at a regular meeting of the Council to be held upon said date. Said bonds to be dated as of April 10th, 1921, and issued in the sum of \$500.00 each, maturing in 10 years from date of issue; optional at any coupon date on and after one year from date of issue, and bearing interest at the rate of six per cent per annum, payable semi-annually, principal and interest payable at the Oregon fiscal agency in New York City. Proposals to purchase must be accompanied by certified check for five per cent of proposal, and be unconditional.

A. L. LEAVITT, Police Judge of the City of Klamath Falls, Ore. 7-18

EX-SERVICE MEN, ATTENTION!

Klamath Post No. 8, American Legion meets weekly at the City Hall on the first and third Tuesdays of each month.

Ex-service men are invited to attend the meetings.

For membership cards or information ex-service men are requested to see or write the following officers: J. H. Carnahan, Commander. Roy N. Fouch, Post Adjutant.

For relief of employment see or write the Chairman of the Relief and Employment Committee, Francis Olds, care Lakeside Lumber company.


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