

Former Attorney for Commerce Commission Says Transportation Bill Question. RAILROADS WANT TO SERVE PUBLIC

Declares Popular Antagonism to Corporations Thing of Past, Except with Demagogue or the Agitator.

J. T. Marchand, for seventeen years an attorney for the Interstate Commerce Commission, but now the special representative of President Winchell of the Rock Island line, visited local Rock Island officials Monday. Mr. Marchand will be remembered as the representative of the Interstate Commerce Commission in its important hearing in the Union Pacific coal land cases in Omaha last fall and subsequently Salt Lake and Denver, which hearings have resulted in the restoration of vast tracts of coal lands to the government.

Leading Question of the Day. "The transportation question is possibly the leading one of our commercial interests today. Just now it is a physical question with the railroads. The resources of the country have developed with such colossal strides that the railroads have hardly been able to keep abreast with them. Business has increased, but railway mileage has not. But this condition is improving rapidly. It is not so much the question of car shortage as it is the general resources of the railroads. The tremendous increase in traffic has had to be met with the facilities the roads have at hand. Orders for railway material that have been placed and paid for for months are only now being supplied. But the conditions are rapidly improving and the road will be able to meet the emergency even though they do have to do a two-track business on a single track.

Want to Supply Their Needs. "My business as the special representative of President Winchell is to go about the country and get in touch with one side or the other, and see what they need and what we can do for them. We want to hear their complaints and wants and meet with, talk and advise together for the betterment of all conditions. I think all the roads want to do this. All that a railroad has to sell is transportation and the road will sell as much of that as we can. And to do that we must get next to our friends and find out how we can best serve them. "There is a mistaken notion as to the extent that public opinion is antagonistic to the railroads. Antagonism to corporations, like all the extremes to which the public at times goes, has spent its force except with the demagogue and agitator. Those whose opinions are worthy of consideration in the determination of matters important to the public welfare have come to a realization that the railroads and the people are commercially and socially parts of one great family with mutual interests, so that to hurt or impair the credit or standing of any of its members or set of members, is a hurtful influence all around.

Statesman Seeking Fame. "The statesman seeking fame through the enactment of laws inimical to railway corporations has in most instances done so from ignorance of conditions. Had he known that in the last few years every item in the expense of building and operating railroads has increased from 10 to 100 per cent, the pay rolls alone having more than doubled in ten years, he would have gone slower in enacting laws reducing revenue and increasing taxation. The only commodity I know of, if I may use the expression, which has not increased in cost, has been transportation. And transportation is all that the railway has for sale. While, as I have said, everything which goes with the cost of transportation has increased, I believe the public is getting a clearer idea of these matters and that the hysterical prejudice against railroads is fast dying out.

SHAKE-UP ON GREAT NORTHERN W. W. Broughton Becomes Traffic Manager, Succeeding B. Campbell, Fourth Vice President.

A general shake-up has been made in the traffic departments of the Great Northern railroad. W. W. Broughton, who was freight traffic manager, is made traffic manager to succeed B. Campbell, who was fourth vice president in charge of traffic. Mr. Broughton takes the title of traffic director without that of vice president. A. L. Craig, who held the title of passenger traffic manager, is now general passenger agent. This is supposed to be simply a change for Mr. Craig without being a reduction in salary. Mr. Craig was formerly general passenger agent of the Oregon Railway and Navigation company and left that road to become passenger traffic manager of the Great Northern. Before going to the Oregon Railway and Navigation he was assistant general passenger agent of the Northern Pacific, when Charles S. Fee was general passenger agent.

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Drexel Shoe Co. 1419 Farnam St. Office hours, 9:30 to 5:30 p. m., 12:30 to 2:30 p. m. Telephone Barnet 338. OMAHA VETERINARY HOSPITAL 2510 Mason Street, Omaha, Neb. H. L. Ramaccolotti, D. V. S., Deputy State and City Veterinarian; Fred J. Peterson, Chief Surgeon; R. C. Smith, D. V. S., Horse and Cattle Surgeon.

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