

MOHAVE COUNTY MINER

and
OUR MINERAL WEALTH

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THE CAR SHORTAGE

There is no disguising the fact that the car shortage is occasioning serious interruptions to the normal industrial output of the country. The Association of Railway Executives have issued an appeal to the public, in which they state that the cars and locomotives at their command are inadequate to handle the unusually large volume of business offered, and they add that it will be impossible to overcome immediately this deficiency. The Executives state that "conditions require the most intensive use of the existing facilities." To that end they have outlined a plan for securing the greatest possible efficiency in the distribution and use of cars, and with the support and cooperation of the shippers they are in hopes to prevent a repetition of the condition of congestion which marked the operation of the lines under Government control. During that historic epoch the theory was quite similar to that used by Oliver Wendell Holmes in describing his "wonderful one-hoss shay," and had not private ownership been restored to its managerial rights we would doubtless have found the lines soon reduced to the condition of the "shay," which took on the appearance of "a general flavor of mild decay." But, in reality, upon the release of the carriers from Federal control, not only were the cars and locomotives as a whole inadequate and in an impaired state, but also the distribution of the cars as to ownership was in such a condition as to prevent the greatest efficiency in their use. Imagine what would have been the dilemma had the Government in carrying out some of its war-eccentricities, scrambled all the farm machinery of the country wherever they happened to find binders, reapers, or other machinery. That is practically what happened to the railroads; and even today the first impression anyone has who reads the names of the owners on the cars of a passing freight train is that, "I didn't realize that there were so many different railroads in the country." The constant labor troubles have hindered to a large extent, the return of the equipment to their original owners; but the new wage award is expected to help settle wage conditions and assist in the relocation of cars.

With the harvest season at hand the only relief from the difficult condition with reference to the car shortage rests in the more intensive use of the existing equipment. The railroad program, for which public cooperation is sought, contemplates the following: An average daily minimum movement of freight cars of not less than thirty miles a day; an average loading of thirty tons per car; reduction of bad order cars to a maximum of four per cent of total owned; early and substantial reduction in the number of locomotives now unfit for service; more effective efforts to bring about the return of cars to the owner roads. While the car performance proposed has never before been attained, it is believed that it can be acquired and that the whole remedial plan can be carried out, if the full cooperation of the public can be secured.

The Interstate Commerce Commission is in close touch with the railroad plan, and Washington is rather optimistic since it has found that there is a stern determination among railroad operators throughout the country to mount the difficulties that confront them.

SWORDS AND PLOUGHSHARES

When the Old Testament was written there was a passage saying, "they shall beat their swords into ploughshares, and their spears into pruning hooks," and while humanity is still talking over this probability, and in order to carry it into effect arranging Leagues of Nations, with and without reservations—it remains for Uncle Sam's war office to devise a plan to make swords and ploughshares do effective service while working hand in hand.

Because of the shortage of farm labor the War Department has discontinued its recruiting work in rural communities, and future armies are to be given courses in agriculture. The military camps are no longer to be places where the mind of the soldier is kept constantly upon the one subject of shooting straight, riding hard, throwing bombs, and similar activities. It has been noted that the "regular soldiers" in past years had nothing ahead of them but to re-enlist upon the expiration of service, for the simple reason that all they knew was soldiering. They were unfit for civil life and its occupations, and too frequently they were merely "tough guys," because their minds had been brought to a halt through the methods of life and the limited instruction received in camps.

The War Department says that "the future Army will not spend a part of the day in drill and the remainder in idleness." In order to change this, says an official statement, "it is the policy of the War Department to make farmers of as many recruits as can by any means be induced to adopt the profession of agriculture. The course in agriculture taught at Army schools is under the direct supervision of experts obtained from leading agricultural institutions of the country." An officer in the Adjutant General's Office says: "It is predicted that when the country becomes better acquainted with the character of the work done at these Army schools it will recognize a constant source of supply for its agricultural needs."

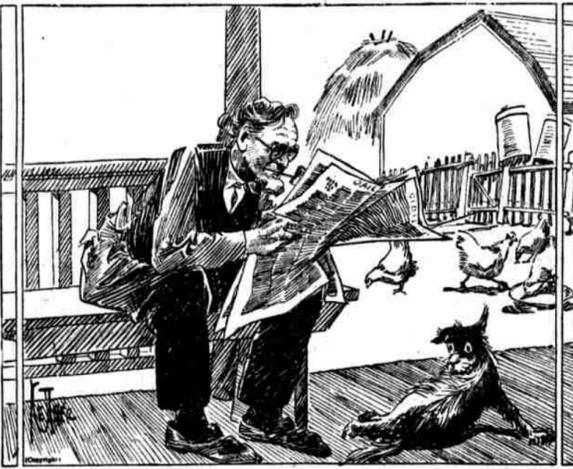
SERVICE DEMANDS TREMENDOUS

At this time there is scarcely a central station company for electricity which is able to supply the demands made upon it for power for industrial uses.

In 1919 the 7,243 central station companies in the United States generated 39,559,000,000 kilowatt hours of energy and employed over 100,000 men. This current was carried over more than 87,000 miles of high tension transmission lines, serving, in addition to the many industrial plants, more than 8,000,000 homes with light and supplying light and power to more than 1,000,000 business establishments. Over 5,000,000 electric motors were in use at the end of the year.

As to the future, it is estimated that there yet remain in the United

Politics



States 14,000,000 houses to be wired for electric light, 150,000 industrial establishments to be equipped with electric power and a possible electrical furnace load of tremendous proportions. With a steady increase in population and industrial growth, the future field of the industry seems to be limited only by the conditions established governing its ability to attract investors to furnish new capital so as to make the extensions necessary to meet the increasing demands for service.

CANDIDATE FOR U. S. SENATE

Judge R. C. Stanford, whose announcement as a candidate for the United States Senate in the democratic primary appeared some time ago, was born in Buffalo Gap, Taylor County, Texas. He came to Arizona in the eighties, and has since been a resident of this state. He attended the public schools of Maricopa County, afterwards attending the Tempe Normal School, but was prevented from completing his course there for the reason that when President McKinley called for volunteers in the Spanish-American war, he enlisted in the 34th U. S. Volunteers, spending some two years in the Philippines, and was promoted for his services to be a sergeant of his company.

Upon leaving the army, he took up the study of law, qualified himself, successfully passed the law examination and immediately began the practice of his profession in Bisbee, from which place he returned to Phoenix and practiced law in his home city.

He was selected Judge of the Superior Court of Maricopa County in 1914, and re-elected in 1918 without opposition in the primaries or general election. His record for fairness, ability, impartiality and courtesy as a judge has won for him legions of friends in the county and state.

In order to complete his education he worked in the mines and smelters of Arizona.

Judge Sanford was married in 1908 to Miss Ruth Butcher of Taylor County, Texas. They have six children.

He is a self-made man, qualified and worthy of your support. His citizen record is good, his soldier record is good and his judicial record is good.

ARIZONA STATE ROAD BUILDERS END FIRST JOB

PHOENIX, Ariz., July 28.—The opening of the Tempe-Mesa highway marks the first hard surfaced road in the State to be built and completed under the direct supervision of the State Highway Department.

The initial unit of this road begins three miles east of the Phoenix city limits and leading to the town limits of Tempe was finished by the State forces last year. The road is designed to carry the heaviest traffic in the State. One thousand vehicles pass over it in a day. It forms an important link in the Bankhead highway system. There are now a total of forty miles of permanent surfacing on the Bankhead route in Arizona.

The Wise Father
Absent-Minded Professor meeting his son—"Hello, George how's your father?"—Harvard Lampoon.

Essential Knowledge

The Wife—"What do men know about women's clothes?"

The Husband (bitterly): "The price."—London Opinion.

Lion Attacks Trainer.

Sioux City, Iowa.—Fred Delmar, owner of a wild animal act, suffered a badly lacerated arm and other injuries when attacked by a lion in a cage at the fair grounds here. The attack was made after Delmar had jabbed at the lion with a fork. While the lion was chewing Delmar's arm the trainer gave a mighty lunge, throwing the animal off, and then ran from the cage.

Suffragists May Take Appeal.

Burlington, Vt.—If the suffrage amendment is not soon ratified by the thirty-sixth state, Vermont suffragists will appeal to the United States Supreme Court to declare illegal Governor Clement's veto of the presidential suffrage bill passed by the Vermont Legislature last year. This was announced in a statement from suffrage state headquarters.

After Run Runners.

Windsor, Ontario.—Reports that numerous small craft from the American side of the Canadian river, believed to be engaged in "run running" are operating at night without lights and without permission led to an order by A. T. Montreuil, collector of customs, placing a special patrol on the Canadian side.

C. W. Herndon

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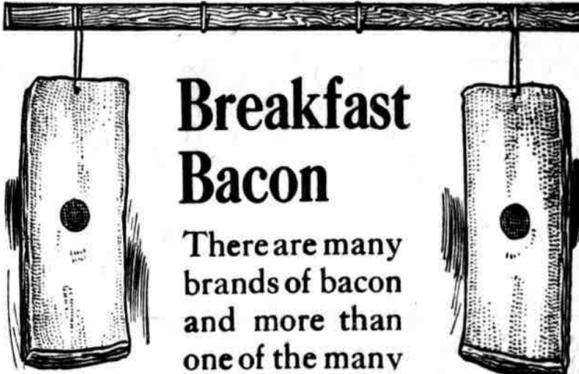
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