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the occupation. But will this appeal to them? Is it not possible that they will want to return to their former occupations, and if so, why should they be urged to engage in work that is not congenial to them? Surely the government can manage to reward them in some other fashion than to grant them a homestead that is not desired.

Secretary Lane's plan to populate the unclaimed arable regions will work out all right, provided he can find sufficient farmers among the soldiers to stick to the undertaking and make a success. Otherwise it will be more profitable for everybody concerned to let the veterans look after themselves.

* * * *

McADOO'S MISCALCULATIONS.

WE are forced to wonder at times whether Uncle Sam's director general of railways hasn't bitten off more than he can conveniently chew. Certainly he has materially changed his tune in the short six months since he assumed control of all the roads. In March he issued a statement presuming to say that government ownership was only a question of time, as he himself would soon demonstrate by efficient management. But in August, after six month's more or less unpleasant and unprofitable experience, he condescended to say: "The people will settle the matter of government ownership or control, but I hope to demonstrate a unified railroad system is a good thing."

It is worth noting that Mr. McAdoo simply "hopes" to show that federal control of the railways is a good thing. Evidently he isn't sure about it as yet; at least not quite as certain as he was in March. If it will relieve his uncertain state of mind, we can readily assure him that he is no more puzzled than the rest of us. The score to date goes decidedly against government management. The trial balance after six months of operation shows an out and out loss of \$200,000,000 according to the director general's own figures. This, too, notwithstanding his curtailment of operating, overhead and advertising expenses, which must have amounted to a hundred millions or more. Then he has had the benefit of increased tariffs and of an unprecedented amount of traffic. In fact he has had more business than he could haul, which ought to insure a fair profit to the roads if they are being run efficiently and economically.

Of course wages have been advanced approximately \$100,000,000 per annum, but the increased tariffs ought to more than offset this item. Then as to service: Well, ask any shipper or passenger for an opinion. We venture the assertion that the service never has been as unsatisfactory as during the past six months. There is no doubt that the demands of the war have had considerable to do with the congestion of traffic, but not all. And even so, admitting that the railroads are otherwise occupied than serving private shippers, why the huge deficit? Is the government getting a rebate? If not, then its business ought to prove just as profitable as any other.

It may be that we are expecting entirely too much of Mr. McAdoo, but then it must be remembered that he has had everything his own way. He has had unlimited credit; he has had the entire equipment and rolling stock of every road at his finger tips, to place and to use as he saw fit; he has been put to no expense to drum up business by means of high-salaried solicitors and costly advertising; he has not had to buy state legislatures or curry the favor of congress; he has been free to spend money like a drunken sailor for anything and everything that would speed up the service; and yet what has he accomplished over and above the private managements who were handicapped in a thousand ways?

* * * *

The government has sent out an urgent call to the newspapers to conserve paper. It would certainly be a body blow to our war activities if a scarcity of paper should prevent the mailing of several million pounds a day of useless government literature which finds its daily way into the editorial waste basket.—Corvallis Gazette-Times.

* * * *

The one regrettable feature of the marine incident involving the successful shelling of a submarine by an Allied ship off the American coast is the fact that the undersea boat belonged to the United States navy. In all other respects it seems to have been a good job.—New York World.

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