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ORGANIZATION

Washington, D. C., May 19.—One of the most remarkable features of the war organization concerns the manner in which the railroads have placed their entire facilities at the disposal of the government. Daniel Willard, President of the Baltimore and Ohio Railroad, is an appointee of President Wilson on the Advisory Commission of the Council of National Defense. In that connection Mr. Willard is in direct touch and fully conversant with every policy of the government that concerns the war. The American Railway Association has organized a Special Committee on National Defense, and at a word from President Willard the entire railway facilities of the United States can be put into action for military purposes. The railroads have agreed to fully co-operate with the military authorities in meeting any emergency. Mr. Willard called nearly fifty leading railway executives to Washington, explained to them the conditions they would be called upon to face in connection with the participation of the United States in war, superimposed upon the heavy increase in traffic that has already been placed upon them; and the railway men grasped the opportunity for service in a big way. The roads pledged themselves to co-ordinate their operation in a continental railway system, merging their individual and competitive energies in the effort to produce a maximum of national transportation efficiency. It is within the power of the executive committee, which was formed by the railroad presidents to order the discontinuance of duplicated competitive service, prescribe the distribution of the new and present power and equipment in accordance with the most pressing requirements, or to even set aside certain lines for particular kinds of service.

On a few hours notice the entire railroads of the country may be managed as one system, and under the direction of one authority, to the extent that may be necessary or expedient, just as if there were no separate organization. The present arrangements provide for an executive committee of the railroads, and for departments for the different sections of the country. There are other committees covering important matters like car service, military equipment standards, military transportation, military passenger traffics, and military freight traffics. General agents to look after transportation and accounting have been named from every section of the country. It is doubtful whether any plan or organization could have been worked out more carefully. The adoption of this plan under stress of the national emergency confronting the country is regarded in Washington as a striking proof of the desirability of having railroad regulation directed at all times by one centralized governmental body such as the Interstate Commerce Commission. One reason for the adoption of the plan described has been to avoid the disruption of efficient plans of operation by the interference of state and local agencies. If this is a good thing in time of war, say the Washington experts, why is it not equally desirable at all times?

Uncle Sam's Spillings
 In his speech in the House with reference to the emergency bond issue, Congressman Tower of Iowa, said that the members had

heard, members converge with passionate fervor the duty of Congress to carefully guard the interests of the people who must earn and pay every dollar we here spend" continued Judge Tower, "yet in this one item, with only casual consideration and almost without protest, we dispose of a sum equal to three times the total ordinary annual expenses of the Government and more than three times the amount of our entire national debt."

"We have been told time and again how dangerous and unwise it was to make 'lump-sum' appropriations by which heads of departments were tempted to spend a few thousands extravagantly or unnecessarily, yet here we place in one man's hands the largest sum ever committed to an individual in all the annals of time, and tell him to do with it as he pleases."

And that is the way Secretary of the Treasurer McAdoo came into the power he is now exercising, in drawing checks for a couple hundred million dollars to England, a hundred million to France or Italy; and so on.

The answer is that "this is

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For Four Cents a Week
 you can obtain a Service that has proved its direct money-making value to others, a service that is certain to bring you a return on your investment not to be measured by its small cost.
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 Opens the way to unusual opportunities to secure new customers. The dry goods merchant, to keep abreast of the demands of his business, must have correct and authoritative information as to what is going on in the dry goods trade. This is furnished by DRY GOODS.
 Supplies helpful ideas, in articles of intense practical value along lines concerning your business, written by nationally known men, men of ripe experience.
 Provides you with a trade-review, news of market conditions, manufacturing notes, items of general interest by special correspondence and service.
 Gives you illustrations and descriptions of new lines, a good place to find the new things it will pay you to handle. They cover many lines and ideas, many people and places.
 Furnishes indications and suggestions for future seasons, coming styles and fashions, portrayed accurately and discussed ably and clearly.
 Handles advertising in a way to help the merchant; gives terse, practical sales helps.
Dry Goods means more business, a broader outlook, specific money-making plans. It is the DRY GOODS merchant's paper.
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A Postal Freak

Representative Platt of Poughkeepsie, New York, says he has been working with the Postoffice Department for four years, and hasn't made a dent yet, with reference to carrying the mails between Poughkeepsie and Highlands. The postoffices are two miles apart, and are separated by the Hudson River, about a mile in width. Transportation is kept up between the two points by means of a ferry service, which makes a crossing every fifteen minutes, and there is also a bridge connecting the two shores. To get mail between these two points the Postoffice Department sends it up one side of the river to Albany, seventy-five miles; and then back down the other side of the river, another seventy-five miles. Mr. Platt publishes a newspaper, and he does not think the postal way is the best method for reaching his subscribers on the other side of the river, so he sends his papers across on the ferry, and puts them in the post office, and thereby succeeds in catching the morning-mails, and the rural deliveries. He would lose a whole day by the postal method, but by using commonsense instead, he gives his subscribers their papers while the news is fresh. The Government at one time carried the mail across the river, but decided to try the longer route, and now it is impossible to get it into the heads of department officers that their method is ridiculous.

Two miles off regular 150 mile haul would leave a saving of 148 miles. Queer thing, isn't it? Nevertheless it is true, and it is happening several times a day.

Carrying the Load
 A strange spectacle has been

heard, members converge with passionate fervor the duty of Congress to carefully guard the interests of the people who must earn and pay every dollar we here spend" continued Judge Tower, "yet in this one item, with only casual consideration and almost without protest, we dispose of a sum equal to three times the total ordinary annual expenses of the Government and more than three times the amount of our entire national debt."

WHAT IS THE NATURE OF A LIBERTY LOAN BOND?

There are two kinds of Liberty Loan Bonds. Bearer Bonds are to be issued in denominations of \$50, \$100, \$500 and \$1,000. These Bearer Bonds, which are made payable to bearer, have interest coupons attached which are detached by the holder when the interest installments they represent are due, and can be cashed at any bank the same as a United States Treasury note.

Registered bonds are to be issued, which are registered as to both principal and interest, in denominations of \$100, \$500, \$1,000, \$5,000, \$10,000, \$50,000 and \$100,000; checks for the amount of interest due will be mailed out semiannually to the holders of these registered bonds.

BAD COUGH? FEVERISH? GRIPPY?

You need Dr. King's New Discovery to stop that cold, the soothing balsam ingredients heal the irritated membranes soothe the sore throat, the antiseptic qualities kill the germ and your cold is quickly relieved. Dr. King's New Discovery has for 48 years been the standard remedy for coughs and colds in thousands of homes. Get a bottle today and have it handy in your medicine for coughs, colds, croup, croup, and all bronchial affections. At your druggist, 50c. Advertisement.

Buffalo, N. Y.—Having been bed for a number of years with trouble, I tried Dr. Pierce's Tablets and found great relief in myself only two boxes and I cured.—F. W. De Walnut Street.

CLEAR YOUR SKIN IN SPRING
 Spring house cleaning means of inside and outside. Dull simply an aftermath of winter inactivity. Your intestines with a mild laxative clean out the accumulated waste to take, they do not grip. Dr. New Life Pills will clear your colon and brighten your eye. Try King's New Life Pills tonight and off the sluggish winter shell. At 25c. Advertisement.

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