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## HAMMOND NEWS

The Ladies' Aid society of the Monroe Street church met at the home of Mrs. O. N. Kiger, 110 Detroit st. Thursday afternoon. There was a large attendance and Mrs. E. W. Riddle was the assisting hostess. After a short business meeting there was a program of games and music. Rev. D. W. Riddle gave a group of very charming songs accompanied by Mrs. Riddle. The hostess, Mrs. Kiger, assisted by Mrs. Riddle served a dainty refreshment. The next meeting will be a community meeting which will be held Thursday, May 13th at the home of Mrs. G. W. Jarnecke, 1187 Van Buren st.

The Lake County Humane Society will meet next Monday evening, May 3rd, at 7:30 at the Central school. A large attendance is desired.

Mr. and Mrs. B. L. P. Bell and daughter, Gladys, Mr. and Mrs. Charles Hohman and family came home from Florida today. Mr. and Mrs. R. Mott, who have had the Hohman flat for the winter will move to the Lyndora for the present.

Mr. and Mrs. B. Escher returned from the South today.

Senator Johnson Speaks at Seven o'Clock Sharp Tonight.

Mrs. Della Shea, who has been in very poor health this winter, will sell her home, 43 Webb st., and make her home with her daughter Mrs. Wm. C. Daly, of Webb st.

Mr. and Mrs. C. H. Tyler, who are former residents of Hammond, were in Chicago, guests at the Congress Hotel over the last week end. Mr. and Mrs. Roy Fudge were their guests on Sunday.

## In The Courts

Mrs. Cecelia Frances Abbott, 22 1/2-1/2 lay street, Hammond, against whom a suit for divorce was instituted a few days ago by Raymond Abbott in the Hammond superior court is preparing to put up a stiff defense when the case comes to trial. She appeared in court by her attorney Joseph H. Conroy this morning. Abbott in his complaint charged that his wife was unfaithful and running around with one John M. Mrs. Abbott is preparing to deny her name of the charge and her attorney expects to be able to show that the allegation was merely a "creation of her husband's imagination."

Henry Bachman, et al. vs. Henry Bachman, guardian of Charles Bachman, is the title of a suit for partition which has been filed by Attorney G. B. Sheerer.

Suit on account has been filed by J. & B. Moon, a corporation, against Victor D. Herskovits of East Chicago, doing business as the Calumet Drug Co. P. A. Parks is attorney for the plaintiff.

John A. Tolman & Co. have filed a suit on account against George A. Dell, et al., through Attorneys Romberger, Peters and Northland.

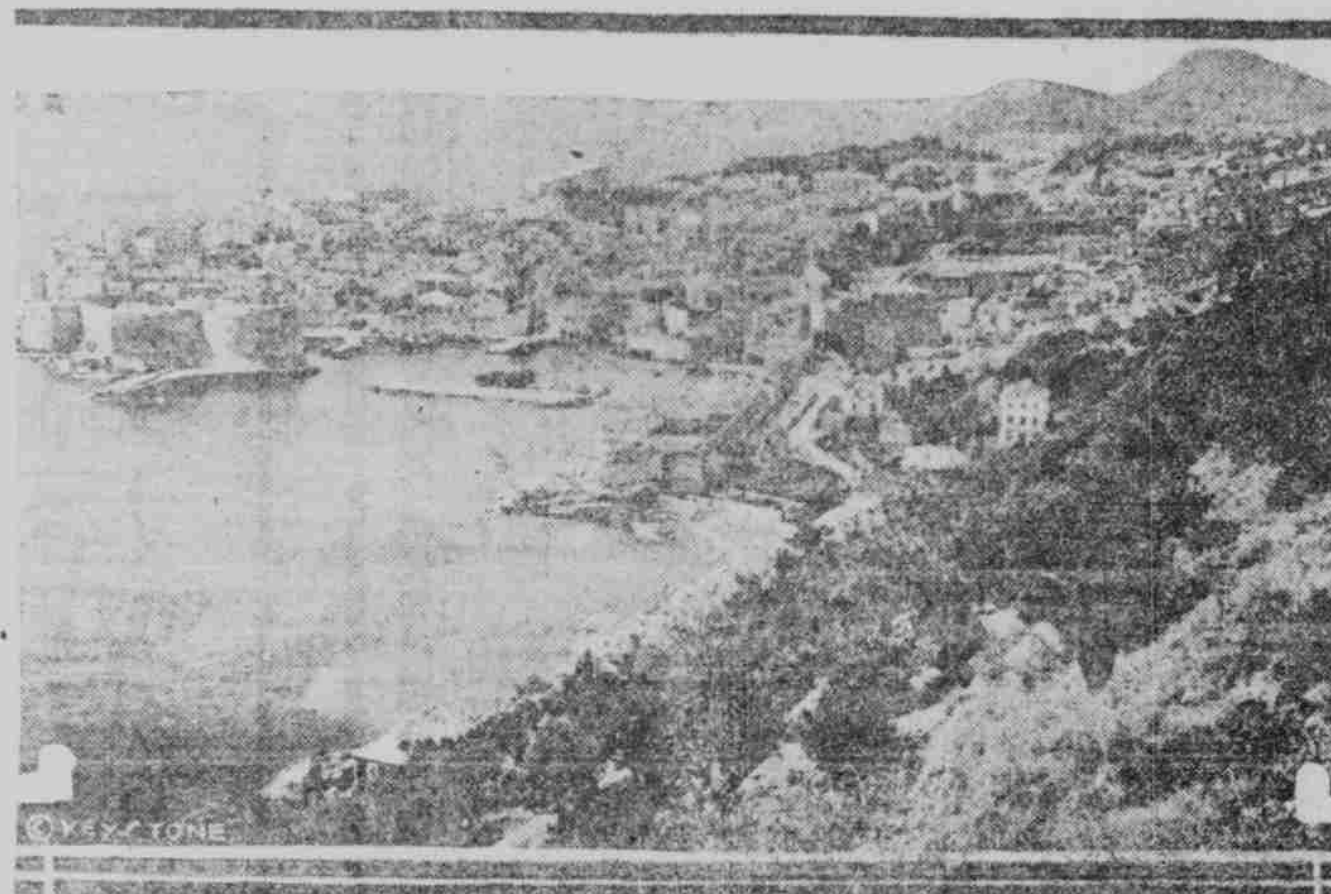
## BIG CONTRACT FOR WASHING MACHINES

The Colonial Sporting Goods Store on State street has just signed up for one of the largest contracts for Washing Machines and Vacuum Cleaners ever put over in Hammond.

The electric washer this store will be distributor for in Lake County is said to be one of the prettiest and the most efficient machine on the market. The Cleaner is going as quickly as good as the washer.

John Miller, the proprietor of the

## IF ITALY GETS FIUME, JUGOSLAVS WILL DEVELOP THIS PORT



View of the port of Ragusa.

The town of Ragusa, in Dalmatia, is an object in the present boundary dispute between the Italians and the Jugoslavs. Should the

Jugoslavs fail to get Fiume and receive Ragusa they intend to make out of the latter city a port that will rival Fiume. This task

would take years to accomplish and would make necessary the expenditure of many millions of dollars.

Colonial says the tug, like the old-time tugs, is a relic of by-gone days. These two modern conveniences will soon be operating in hundreds of Hammond homes. Mr. Con. manager of sales states. A large corps of salesmen are now pushing the sales of the

Crystal Washer and the America Cleaner to the limit.

Advertise in The Times and advertise again. Results come with constant effort.

GEORGE O'NEILL, young catcher of the Braves, dropped a throw from Marandillo to the plate just in time to allow J. Miller to score and win the pastime for the Phillies with the only run of the day.



## Hints to the Housewife

### CLEANING THE SCREENS

If you failed to oil your screens last fall, when storing them for the winter, and you find them rusty, clean them with an old piece of velvet moistened with kerosene. When dry paint with black screen varnish thinned with turpentine to make sure that the mesh will not be clogged. Do not brush the screens with a stiff whisk broom. This might cause a bulging of the net. Use a soft bristle brush.

### TO CLEAN WINDOW SHADES

Open the shade on the floor and rub it with a rough flannel dipped in dry starch. Faded shades may be renovated by reversing the shade. Tack the bottom edge (opened) to the roller and make new hem on the so formed new bottom.

### BITING THE FINGER NAILS

is nothing but a bad habit and should be dealt with as you would deal with any other bad habit that a child contracts. The child should be taught how to manicure his nails or taken to a manicurist twice a week until he begins to take a pride in their appearance. This will remove the temptation to bite them.

### HICCUGHS

may be cured by placing a small grain of alum as far back on the sufferer's tongue as possible. Another method is to have the patient lie flat on his back and raise his legs and bend them until they press hard upon his diaphragm.

### IVY POISONING

Spread spirits of niter on affected parts.

FOR EXCESSIVE PERSPIRATION under the arms, sponge with a solution of half an ounce of alum.

### THE COLD BATH

is largely a superstition spread by puritanical souls who think that anything that is unpleasant must be good for you. Take a cold bath if you honestly enjoy it, but not otherwise.

### FRECKLES

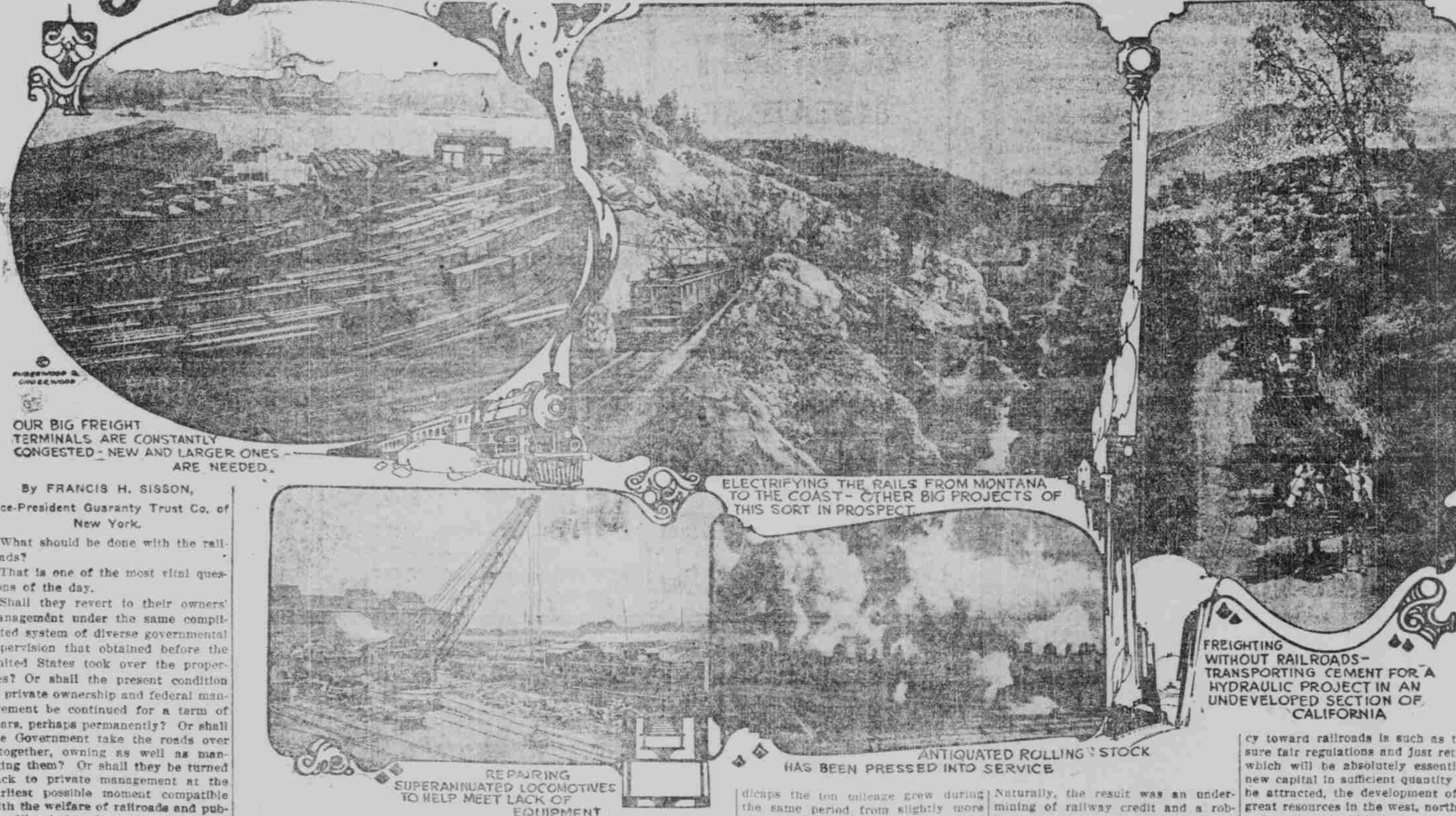
If they come only in the summer they be bleached out by applying a drop of peroxide to them night and morning. Be very careful to touch only the freckle and not any of the surrounding skin. This preparation may be helpful but there is no safe remedy which is a "sure cure" for freckles:

80 grains ammoniated mercury  
1 dram bismuth subnitrate  
1 ounce ointment of rosewater  
Apply to freckles without touching intervening skin at night, using it sparingly and wash it off in the morning. Discontinue if the skin becomes irritated.

### FOR AN AFTERNOON TEA

Cut large juicy oranges in half, between the stem and seed end, and divide and loosen the pulp as for grapefruit. Dip each of the flesh in mayonnaise and return to its place. A little of the sauce on top and some ground nut meats sifted over. Serve with thin sandwiches of home-made white bread, spread with salted butter, hot chocolate or tea.

# Laying the Rails for Future Business



OUR BIG FREIGHT TERMINALS ARE CONSTANTLY CONGESTED—NEW AND LARGER ONES ARE NEEDED.

By FRANCIS H. Sisson,  
Vice-President Guaranty Trust Co. of New York.

What should be done with the railroads? That is one of the most vital questions of the day.

Should they revert to their owners' management under the same complicated system of diverse governmental supervision that obtained before the United States took over the properties? Or shall the present condition of private ownership and federal management be continued for a term of years, perhaps permanently? Or shall the Government take the roads over altogether, owning as well as managing them? Or shall they be turned back to private management at the earliest possible moment compatible with the welfare of railroads and public alike, but under a new system of centralized governmental supervision and control better calculated to enable them to keep pace with the rapidly growing demands of business?

Under the law passed August 29, 1916, the President on December 26, 1917, assumed control of all transportation within the boundaries of the country, this control becoming effective on December 28, 1917, except for purposes of accounting, the control of which began December 31, 1917. The carrying out of this operation and control was delegated to William G. McAdoo, as Director General of Railroads.

On March 21, 1918, Congress passed a law regulating this control and delegating the details of its operation. It expressly stated that this was emergency legislation and in no way ac-

pressed the future policy of the government.

This Federal control was to continue during the period of the war and not to exceed 21 months after the ratification of the peace treaty, the returning of the roads to their owners at any time within that period being left to the discretion of the President.

This new treatment had general approval as a means of meeting the emergency of war. But what of tomorrow? The present Government control of the roads cannot be considered a solution of the problem. It has, however, taught a valuable lesson. The strong hand of the Government has released the railroads from many of their shackles and by coordinating direction and operation

has been restoring their ability to serve the public. It is of the utmost importance that we take steps to make these advantages permanent.

We are beginning to appreciate the prophecy of James J. Hill, made in 1907, when he said that American railroads would need to expend at least \$1,000,000,000 annually on construction and improvements for the succeeding five years if they would completely handle the business of the country. That would have meant spending \$5,000,000,000 between 1907 and 1912. As a matter of fact, less than half that was spent in the ten years between 1908 and 1918, and the cost of road and equipment during that period rose from \$12,400,000,000 to \$17,500,000,000, or about 40 per cent. Yet despite these serious handicaps the ton mileage grew during the same period from slightly more than 215,800,000,000 to 343,100,000,000, or 45 per cent. The total tractive power increased 62.5 per cent and the capacity of freight cars 59.7 per cent. The increase in mileage in the meantime was only 14 per cent.

The new investments in railroads in 1914 aggregated \$512,000,000; in 1915 it was \$263,000,000, and in 1916, only \$258,000,000.

This falling off in railroad investments is one of the most serious features of the problem. It is certain that if we are going to have private ownership and operation of transportation in the future, we must, as a first step, restore railroad credit. The folly of the Government's past attitude toward the railroads has been strikingly exemplified in the policy of restricting the earnings of the road with no guarantee of return to them.

Naturally, the result was an undermining of railway credit and a robbing of the companies of their only source of funds for increasing their services.

The increase in the country's population between 1908 and 1916 was a little less than 20 per cent. A corresponding increase in commercial and industrial capacity will require a proportionate increase of ton mileage per capita. To do this we must attract private capital to the railroad field.

This we have not been doing. Since 1890 the rate of return on railroad investments has ranged from 3.55 per cent to 5.53 per cent. In 1917 it was only 5.72 per cent. At the same time the returns on investments in manufactures averaged as high as 17.12 per cent in 1900, not considering the unusual returns yielded by war industries during the last two years.

Unless the government's future policy toward railroads is such as to insure fair regulations and just returns, which will be absolutely essential if new capital in sufficient quantity is to be attracted, the development of our great resources in the west, northwest and southwest will be arrested and the retarding of such development will be a national economic disaster.

One vital fact is apparent today above all others—the scepter in the railroad world has passed out of the hands of the railroads' executives and the bankers who financed them. The American people control the situation through their political representatives, and they will determine the whole course of the future.

No class of people will exercise so powerful an influence in reaching this decision as the shippers. They must learn, if they have not learned already, that the thing of most vital importance to them is getting their goods to market. The rates at which this service is rendered are incidental. The long struggle of the shippers to hold down rates in defiance of the economic

trend of the times and the obvious necessities of the railroad situation has worked the undoing of the shippers, as well as of the railroads.

It is obvious that we should adopt a definite, comprehensive and adequate policy for developing our railroad extensions, a policy based on definite, determining factors. It seems very certain that from the present plan of coordinated, centralized operation, with its many savings and added efficiencies made possible by Government control, there will be no reversion to the old system of competitive private ownership and conflicting regulation.

If not that, then what do we face? On every hand we hear the prophecy made that the present control of the railroads by the Government is but the first step toward Government ownership, and that once unified under Government direction the railroads will never be "unscrambled."

But in no country in the world where Government ownership of railroads has been attempted has it been successful, with the single exception of Prussia, where, under the arbitrary mandates of a military autocracy, some degree of efficiency and profit has been secured. Further, in no important instance has the experience of our own Government in business operation or ownership of any form of public utilities been such as to warrant the conclusion that such activity could be profitably extended.

The privately owned railroads of the United States have the lowest freight rates, the lowest capitalization per mile, the greatest operating efficiency and pay the highest wages of any railroads in the world.

If private ownership has failed, both when unregulated and when over-regulated, and Government ownership gives no promise of success, what plan offers for meeting the situation?

Various suggestions of a central Federal corporation, regional holding companies, Government guarantees and plans calling for profit sharing with the Government above a fixed return have been frequently made. Somewhere along this line of thought lies a rational solution. It is very certain that the old days of enforced competition, anti-trust laws, anti-pooling laws, conflicting State regulation, wasteful competition, duplication of service, would not be permitted by a public alive to its own interests.

It seems equally certain that Government ownership would not be permitted if the public were equally alive to its real interests. The hour has arrived for the suggestion of some plan which must be made ready for adoption as soon as possible, now that the crisis of war has passed. Somewhere within the meaning of the words "cooperation" and "partnership" lies the answer. The public interest in transportation is paramount and must be protected, but public interest and private interest need not be in conflict if intelligently regarded.

Regional companies representing both private and public capital under private operation with governmental participation in the management and earnings above a just guarantee would seem to assure the necessary extension of railroad facilities. In unity of interest and understanding progress towards the desired goal should be possible.