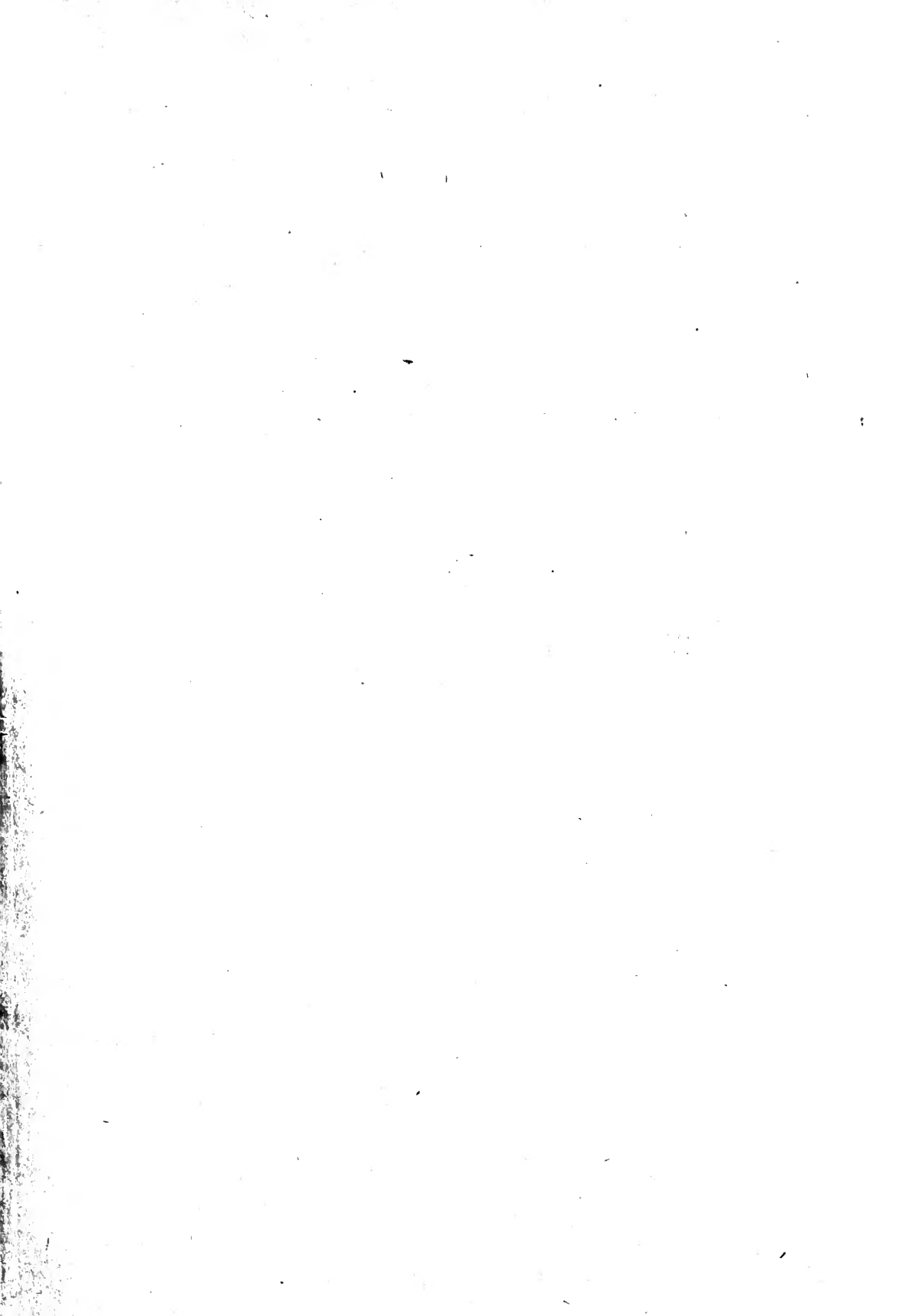


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Illinois Central Magazine

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Dawson Springs, Ky.*

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July

VOL 6
No 1

1917

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in the interest of the Company and its 45000 Employes*

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Chicago Local 55
15¢ pr. copy \$1.50 pr. year

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J. L. SHEPPARD.
Assistant General Freight Agent, Memphis, Tenn.
Illinois Central Railroad Company
Yazoo & Mississippi Valley Railroad Company

Entered service July 1, 1896, as messenger in office of the Assistant General Freight Agent of the C. O. & S. W. at Memphis. Following the absorption of the C. O. & S. W. by the Illinois Central R. R. Co. in the latter part of July, 1896, became messenger in the Local Freight Agent's office. Served in various capacities in the Local Freight Agent's office until August 31, 1903. Transferred September 1st, 1903, to the Commercial Agent's office at Memphis as Export Bill of Lading Clerk, promoted to Chief Clerk to Commercial Agent September 1, 1904, which position he held until July 1, 1906. On the last date mentioned, transferred to the General Freight Agent's office at Memphis as Rate Quotation Clerk. Served in the General Freight Agent's office in various clerical capacities, including position as Chief Clerk, until February 15, 1913—when promoted to present position.

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ILLINOIS CENTRAL Magazine

Vol. 6

JULY, 1917

No. 1

President Markham Answers Editorial Questions Asked by the Bolivar (Miss.) Commercial Relative to Requested Advance in Freight Rates

I am in receipt of a copy of your issue of the 25th ult. containing an article in regard to the proposed increase of freight rates on intrastate shipments in Mississippi, and note you suggest to your readers that before any action is taken by them in favor of advancing the rates that they should find out what the present rates are and the necessity for the advance. You then select ten of the most prosperous railroads in the United States and show what their earnings were during the years 1915 and 1916, but omit to explain that 1916 was the banner year in the history of the carriers. Not one word do you say about the railroads which are barely able to exist, nor do you mention the fact that more than forty thousand miles of railroads are at the present time in the hands of receivers.

Concerning the Yazoo & Mississippi Valley Railroad Company, you say that there are some people in the delta who, before they advocate any raise in freight rates, would like to know:

1. At what this road is capitalized, and why?
2. What its earnings are on such capitalization?
3. The present freight rates the people are paying?

4. The miles of new railroad built in the last five years?

5. Dividends or earnings on capital stock of the road during the past ten years?

You state that when the people of the delta are furnished with this information they will take up with the Railroad Commission the question of freight rates, and whether it will be to raise or reduce them will depend upon the answers to your questions.

I shall endeavor to answer your questions frankly and fully and I am very glad of the opportunity to do so.

Answer to question 1: The total capital of the Yazoo & Mississippi Valley Railroad Company, stocks and bonds, is \$52,721,176.90, which is at the rate of \$38,176.00 per mile of road.

Answer to question 2: The Yazoo & Mississippi Valley Railroad Company has never paid any dividends on its stock and on April 30, 1917, was in arrears in the payment of interest on its bonds to the amount of \$6,882,111.39.

Answer to question 3: The freight rate on various commodities differs. If I were to undertake to give you the Cleveland rate on all the commodities between the different points, the answer would be so voluminous that you would

be unable to publish it. However, these rates are on file with the agent at Cleveland and are available at all times for public information.

Answer to question 4: Number of miles of new railroad built by the Yazoo & Mississippi Valley Railroad Company during the last five years, 9. You, of course, are aware of the fact that railroad building and development has practically come to an end in this country. There was less railroad construction during the last two years than in any like period in fifty years. I leave it to you to say what has caused this almost total paralysis in railway construction.

Answer to question 5: There have been no dividends paid on stock of the Yazoo & Mississippi Valley Railroad Company during the last ten years, nor were there any earnings that could have been applied to the payment of dividends on the stock. As stated in answer to question 2, the road is far behind in the payment of interest on its bonds.

The rate of return on property investment for twenty-five carriers comprising all of the important railroad systems in the Southern territory, during the year ending June 30, 1916, was 5.26 per cent. These roads enjoyed the great prosperity which prevailed throughout the year without having to bear the burden of the heavy increase in cost of labor and material, except to a slight extent. The heavy increases in the cost of producing transportation will fall almost entirely in the present year. This is because railroad companies purchase supplies used in the maintenance and operation of their properties under contracts running for varying periods.

The contributing causes of the present emergencies are the world war, the direct and indirect effect of the Adamson Act and the heavy increases in the cost of materials. The Illinois Central system has nearly 60,000 employes, every one of whom the high cost of living brought about by war conditions has affected. The increases in wages of all classes of employes for the calendar year 1917 over the year ending June

30, 1916, if no further increases are granted, will amount to approximately \$4,816,845.00. We estimate that the cost of fuel for the year 1917, at current prices, based on the quantity used during the year ending June 30, 1916, will be \$1,257,385.40 greater than last year, and this is a very conservative estimate. We purchased switch engines in January, 1915, for \$12,399.00 each, and in February, 1917, the same class of switch engine cost us \$26,756.00. In October, 1915, we paid \$22,163.00 for locomotives of the Mikado type, and in February, 1917, we purchased the same type of locomotives and had to pay \$41,660.00. In October, 1915, we bought refrigerator cars at \$1,279.00 each. In April, 1917, the same class of cars cost us \$2,600.00 each. In 1914 we paid \$860.00 each for 5,000 box cars. The same class of cars today cost \$2,150.00. For years we have paid \$30.00 per ton for new steel rail. Recently, we bought 2,000 tons of second-hand rail, for which we were compelled to pay \$45.00 per ton. There has been an enormous advance in the price of frogs, switches, machinery, tools and, in fact, in all of the different kinds of material which the railroad is compelled to have in maintaining its track and equipment. When the application for an increase of 15 per cent was first made to the Interstate Commerce Commission, it was thought that such an increase in both interstate and intrastate rates would equal the increased cost of labor, material, supplies, etc., but subsequent developments have proven that it will be insufficient to meet these increased costs.

I believe that the emergency affects practically all carriers alike and to about the same degree, but immediate relief is more essential to some carriers than others. The weaker line, which has had only sufficient earnings to pay its taxes and interest on bonded debt will, in the absence of increased revenues, have no means of meeting the great advance in expenses. The stronger line, which has not only been able to pay its taxes and bond interest out of its net operating

income, but also pay for a substantial amount of improvements and betterments to its property from the same source, may be in position where it can still live, but will not be able to so maintain and improve its property as to render adequate service to the public. It must be apparent to you that if in a given territory a strong road is granted a smaller percentage of increase than a weak road, it will result in the stronger road securing all the business between competitive points, thus leaving the weaker road worse off than under present conditions. The emergency is a national one; it cannot be narrowed to state lines, nor to individual railroads.

The question of protecting the investments of one million persons in this country who are direct owners of railway securities, and the forty-six million holders of life insurance policies who are indirect owners of railway securities, is of less importance at this time than the question of protecting the one hundred million people who compose the citizenship of this country from a breakdown of the carriers, upon which they must depend for food and supplies in time of peace and upon which the government must depend for transporting troops and supplies in time of war.

During the past six months there has been a shortage of railroad cars, loco-

motives and terminal facilities to handle the country's business, but this shortage, serious as it has been, and is, will pale into insignificance in comparison to what will happen to the country if the people and the various commissions cannot be convinced of the needs of the railroads.

It should be borne in mind that one-half the year will have gone by before the proposed advance in rates can become effective, while the increased costs to the carriers have been in full force since the beginning of the year. Also, that 75 per cent of the freight which enters, leaves or passes through Mississippi is interstate on which the rate is controlled entirely by the Interstate Commerce Commission. Therefore, so far as the year 1917 is concerned, the assistance which the carriers are asking at the hands of your Commission, if granted, will scarcely be felt by your readers.

If you are convinced of the heavy increases in the costs of labor, materials and supplies which in order to operate, the railroads must have, then I feel sure you will in fairness concede to the railroads the privilege of increasing the price of transportation—the only thing which they have to sell. Yours truly,

C. H. Markham,

*The Bolivar Commercial, Cleveland,
Miss., June 5, 1917.*

PUBLIC OPINION



RAILROAD DIFFICULTIES

The railroads of our country are facing many extraordinary conditions and the patrons of the roads should lend their aid and help to solve the problems as far as possible. The following suggestions if followed out will result in great benefit to roads and to every community:

The efficiency of cars can be increased by quicker terminal handling and prompter loading and unloading, and better loading—more tons to the car.

Reduce idle time in city and freight division terminals by prompt dispatch of trains.

Load and unload both company freight and commercial freight promptly—the first, by close inspection and by disciplining offenders; the second by personal appeal by local agents, division and assistant superintendents, and district traffic officers, to shippers and consignees, all of whom can aid greatly by explaining difficulties and obtaining the co-operation of railway patrons in overcoming them through an appeal to their friendship and patriotism. The expenditure of much time, patience, and even money, to make the reform easy in the beginning is fully warranted. Some one or two consignees can always be found who will co-operate, and once the possibility of accomplishing the desired end is demonstrated others will quickly follow. There are probably from 250,000 to 300,000 points in the United States where freight is received and delivered. A slight improvement at each will make an astounding aggregate. Increase car

loads, which have not kept pace with increase of car capacity, notably in the case of box cars.

The European war is responsible for conditions that have caused very large increases in traffic on American railroads, whose capacities are now overtaxed and they are unable to respond promptly to all demands made upon them. In other words there is a demand for transportation that is not being supplied, and it becomes the duty of everyone to assist in raising the present high efficiency of American railroads to be still further raised so as to increase the supply of transportation units with existing plant forces of skilled labor, and supplies of fuel and equipment which cannot be increased because the demand for all of these far exceeds the supply.

The railroads desire this matter presented to the shipping public in the most forcible and intelligent way possible with the aim of securing their hearty co-operation in reducing the time of loading and unloading cars and increasing the car-lot loading. Every effort must also be made through the proper channels to secure the consent of the general public to increasing carload minima in classifications. —*Winoma Times, Winoma, Miss., June 22, 1917.*

DON'T STARVE THE RAILROADS

To the men who run the railways of the country, whether they be managers or operative employes, let me say that the railways are the arteries of the nation's life, and that upon them rests the immense responsibility of seeing to it

that these arteries suffer no obstruction of any kind, no inefficiency or slackened power.—*From President Wilson's proclamation of April 15.*

The railways of the United States are ready to do their part. They realize their great responsibility. No interests possibly can be more impressed with the importance of keeping open the nation's highways for the transportation of fuel and food or iron and steel and the great volume of war supplies for our own armies and the warring countries of our foreign allies.

But to insure the maintenance of the railroads at full efficiency it is necessary that their equipment be maintained and that their terminals be improved to meet the pressing needs of the hour. The railroads must have more money for freight rates to meet the great increase in the cost of operation.

The Pennsylvania railroad estimates that for that system alone the increase in the expense of operation for 1917 will be over \$51,000,000. This is roughly divided into: increased fuel cost, \$15,000,000; wage increase due to the Adamson law, forced upon the railroads by Congress and the United States Supreme Court, \$10,000,000; other wage increases necessitated by that law amounting to nearly \$11,000,000 and a federal capital stock tax of \$500,000.

The railroads have been asking for 15 per cent advance in freight rates of the interstate commerce commission but indications are that an advance of 20 per cent will be barely sufficient with some lines in the thinly populated districts of the country to meet the increased cost of operation.

The railroads should be maintained at full efficiency, like an army in the field. Starve the railroads and the nation is starved. Most of the freight congestion that has been responsible for the high cost of food is due to the shortage of rolling stock and to the inadequate terminal facilities and the railroads cannot raise the money for the new equipment and the improvements except at ruinous figures.

The railroads are as important to mili-

tary success as an army. Their efficiency should be maintained and increased, no matter what it costs.—*Manufacturers' News, May 17, 1917.*

THE RAILROADS' SUPREME DUTY

Emphasis of the patriotic recognition by railway managers of the supreme importance and the supreme duty of railroads during the war is afforded by an efficiency circular just issued by the special committee on national defense of the American Railway Association.

Briefly put, the committee believes that increase of efficiency is that supreme duty. It points out that a careful study has shown that "by heavier loading, by expediting the movement even more than at present and by speeding up repairs it is possible that the equivalent of 779,000 additional freight cars might be thrown into immediate use." That would increase the car supply more than 30 per cent.

As regards locomotives, the committee figures that by reducing the number under repairs and by increasing locomotive mileage it may be possible "to keep in service 16,625 more locomotives than are in use today on our railroads. This would equal an increase of more than 25 per cent in the number." But in order to make this program yield the results demanded by the national situation there must be willing co-operation on the part of shippers and consignees in the prompt loading and unloading of cars, in the loading of cars of their full capacity and in other ways.

Here is, therefore, another way in which the average citizen can help the country. Anything that a man can do to help expedite the movement of freight and help the railroads realize the greatest possible efficiency is done for the country and the cause during this war.—*Chicago Herald, May 15, 1917.*

OUR NEW INDUSTRY

With the arrival of 256 high grade Holsteins and the proposed opening of the Farmers' and Merchants' Co-operative Creamery on Wednesday, the terri-

tory adjacent to the city of Vicksburg will be given a new field of commercial and financial development. The most pleasing feature connected with the creamery business, and more especially one with the rural route systems of the local enterprise, is the fact that it will reach every willing worker in our county, even those with a few pounds of milk produce per day. The wondrous possibilities of the movement and the quick financial returns and the ability of the man of small means to become a beneficiary combine to make the movement one that will appeal to those who have failed to consider the climatic and natural conditions of our territory. The Merchants National Bank, the Y. & M. V. railroad and Messrs. T. W. McCoy and J. H. Culkin, who have worked so zealously for the success of the enterprise, deserve the united thanks of this community. The Herald wishes for this new endeavor and for those connected, as patrons and financial claimants, much success and commends their understanding to the co-operative consideration of all our citizens.—*Vicksburg (Miss.) Herald, May 13, 1917.*

MOVES CARS 42 MILES A DAY

During the last month the Illinois Central broke records by moving all of its freight cars an average of forty-two miles a day, while the average for all the other roads of the country was about twenty-five miles a day. The most the Interstate Commerce Commission has

ever asked in the movement of the freight cars has been thirty miles a day. The Illinois Central record is especially gratifying in view of the fact that this road originates about 85 per cent of its business and differs in this way from railroads that receive most of their traffic from other lines, which roads act as clearing lines, and making it easier to move cars quickly.—*News, Chicago, June 20, 1917.*

SMALL GIVERS HAVE THEIR DAY

Women and Factory and Store Employees Liberal to the Red Cross War Fund

Every I. C. Man Donates

One of the most commendable donations turned in—commendable from the spirit displayed—came from the Illinois Central railroad shops and yards, solicited by Frank Laughlin and his team. Captain Laughlin reported that his team had received a subscription from each of seventy-one men approached.

Every employe of the Illinois Central railroad, including the office force, local freight, freight house and platform men, contributed. Not a single man declined donating.

“This shows a patriotic, loyal spirit and the public should hear of it,” commended Chairman Nolan. “It shows the laboring man is in partnership with the government.”—*Courier, Evansville, Ind., June 21, 1917.*

Editorial

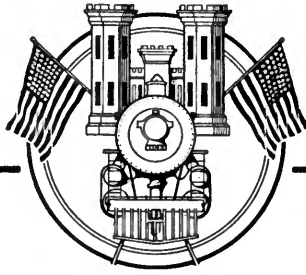
RAILROAD MEN, ATTENTION!

Here Are Ten Suggestions of Methods By Which You Can Help Support YOUR Government

BASIC FACT: This is YOUR government—help defend it.

- 1—Co-operate to the measure of your ability with the Red Cross and in the purchase of Liberty Bonds. The first is a good measure of your loyalty, for it is a gratuity; the second is a sound investment.
- 2—Interest yourself in all matters in which your community is asked to aid the government—don't leave all of the work to the others. The problems are YOUR'S.
- 3—Help feed yourself this summer. Everything you grow in your garden represents an equal amount on the tables of our allies.
- 4—Now is the time to “turn over the leaf” and start that exercise of economy and thrift you have been planning on. Use your fuel properly; don't be ashamed to wear last year's suit; get in touch with proper municipal authorities for disposal of discarded clothing and household furnishings that may have outlived their usefulness to you—probably they can be used by someone else.
- 5—Take a neighborly interest in the welfare of the family of the man who has gone to the front. He will be a better soldier for knowing that those at home are going to be protected from want and suffering. Remember, he is fighting your battles also.
- 6—Every time you spend a dime for the “picture show,” why not put at least five cents in the family “Liberty Bank” for the Red Cross?
- 7—Purchase what you need and will use—control your pocket book, rather than let it control you. Extravagance now is almost criminal.
- 8—If you have time on your hands to spare, interest yourself in some branch of national work. Your local committees can tell you where you can help to best advantage.
- 9—Remember, the railroads are going to “have their hands full” to give the necessary service. Give them the very best of your talent and energy and don't hesitate to help your division officers by suggestions for bettering conditions that come to your attention. They want your co-operation and will appreciate it.
- 10—If you don't help, don't criticise those who are doing the best they can. When you are DOING something, your ideas will have more weight. Lend your moral support to those who are serving; be an American in fact, as well as in name.

MILITARY



DEPARTMENT

THE AMERICAN RAILWAY ASSOCIATION
SPECIAL COMMITTEE ON NATIONAL DEFENSE

Washington, D. C.

Executive Committee.

Fairfax Harrison, President Southern Railways Co., Chairman.

Howard Elliott, Pres., N. Y. H. & H.

Samuel Rea, Pres. Penn. R. R.

J. Kruttschnitt, Ch. Exec. Comm. S. P. Co.

Hale Holden, Pres., C., B. & Q.

Ex-officio.

E. E. Clark, Interstate Commerce Commission,

Daniel Willard, Pres. B. & O. R. R.

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E. E. Calvin, Pres. U. P. R. R.

Hale Holden, Pres., C., B. & Q. R. R.

C. H. Markham, Pres. I. C. R. R.

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R. S. Lovett, Ch. Exec. Comm. U. P. R. R.

E. P. Ripley, A., T. & S. F. Ry.

Informal Meeting and Entertainment of Third Reserve Engineers or Chicago Regiment

On Friday evening, June 22d, there was an informal meeting of the Third Reserve Engineers or Chicago Regiment on the Municipal Pier, Chicago, under the auspices of a branch of the Railroad Y. M. C. A. The officers and men of Illinois Central Company "A" as well as other companies were present. The speaker of the evening was Mr. W.

L. Park, Vice-President, Illinois Central R. R., his topic being Army Discipline versus Railroad Discipline. Mr. Park took occasion to point out and illustrate in an interesting manner the essential difference between the two forms of discipline, and said that while in the railroad service an order is a request, the contrary is true in the army



1—LIEUT. NASH; 2—LIEUT. SHEEHAN; 3—LIEUT. KERN; 4—CAPT. ARN; 5—CAPT. WALSH; 6—LIEUT. CLAYTON; 7—MAJ. BENT.

where a request is an order. Remarks were also made by Major C. L. Bent, Capt. J. M. Walsh and others. There was clearly evident a very patriotic spirit on the part of all concerned. There was ample evidence shown by both officers and men as to the progress they had made in the practical work of military training since the Chicago Regiment was organized. The pleasure of the evening was made complete by some excellent music rendered by Levy's orchestra, which volunteered for the occasion.

As stated in our June issue, the railroads in the Central Department, that is between Colorado and West Virginia and the Canadian line and state of Kentucky, were called upon to furnish 300 telegraphers to the Reserve Signal Corps under the command of Major L. D. Wildman, headquarters Chicago. The securing of these 300 applications from railway telegraphers was placed in the hands of a special committee under the chairmanship of Mr. W. L. Park, Vice-President, Illinois Central R. R., with the result that approximately 400 applications have so far been transmitted by the committee to the Chief Signal Office. There have of course been some rejections of those who could not meet the requirements of the military examination as to physical condition, etc. There has also been some delay in the actual enlistments; up to this time only about fifty telegraphers have enlisted in the Reserve Signal Corps, Central Department, although other enlistments at an early date are expected. Some of the delay has, no doubt, been caused by the difficulty experienced by the individual railroads in relieving their telegraphers who had applied and were notified to take the military examination. These details will probably be adjusted satisfactorily in the near future and it is hoped that the total quota of 300 railway telegraphers will actually enlist in the Reserve Signal Corps, Central Department, without much more loss of valuable time.

MOBILIZATION OF RAILROADS FOR THE NATION'S WAR NEEDS

The special committee on national defense of the American Railway Association, which is the agency by which the railroads are cooperating to meet the emergency transportation needs of the government in addition to the ordinary needs of the country, makes the following statement:

"The special committee on national defense of the American Railway Association invokes the support of all persons and concerns, for unless the railroads operate as one system and make economic changes which may result in inconvenience to the public, the equipment, present and attainable, of the railroad lines will be insufficient to meet the demands to be made upon it.

Freight Cars Lacking

"There are 2,500,000 freight cars in the United States and their capacity is barely sufficient for commercial needs. The railroads in the near future will use 120,000 cars to transport material for the construction of the 'new army' training camps, and a continuous flow of cars to keep those camps in supplies. They estimate that it will take 200,000 cars to carry the material which will enter into the construction of the government merchant ships, whether of steel or of wood. They will require an enormous number of cars to move the steel for the ships under construction for the Navy, and no estimate whatever can be made of the number of cars which will be needed to carry the material used in the manufacture of munitions and supplies for the Army, and in moving them a second time from the point of manufacture to the shipping point.

Purpose of Railroads

"The railroads have adopted, as the fundamental principles on which to secure the desired results, increase of efficiency, economy of effort, and the elimination of competition. In other words, by patriotic cooperation to operate as if they were one great corpora-

tion, intent upon securing the greatest results at the least expense of effort and of money.

"Where lines were competing some of the trains are being and more will be withdrawn. The number of trains for commuters will be reduced in order to spare the engines and crews for the freight service. At terminals all loaded cars may be sent over one line and the empties sent back over its rival line to give the railroad men the opportunity for free movement of trains.

Must Move 2,000,000 Men

"They will have to provide for the movement of the 2,000,000 or more men and their equipment, coming and going from the instruction camps."

The executive committee of the railroad special committee on national defense consists of Fairfax Harrison (chairman), Howard Elliott, Hale Holden, Julius Kruttschnitt, and Samuel Rea. They have subcommittees on car service, military equipment standards, military transportation accounting, military passenger tariffs, and military freight tariffs. Six or more of the most practical men in the railroad world are to be found on each subcommittee.—*The Official Bulletin, June 6, 1917.*

WORK OF RAILROAD WAR BOARD FOR NATIONAL DEFENSE IS OUTLINED BY HOWARD ELLIOTT

Howard Elliott, former president of the New York, New Haven, and Hartford Railroad, and now a member of the railroad's war board, in a statement just issued outlines the efforts the war board is making to arrange for movement of the essentials of life and war, rather than "the things we can get along without in this terrible world crisis."

"The war board feels," Mr. Elliott said, "that if the war goes on the total amount of transportation now available will not be enough.

"It will be absolutely necessary to use such transportation as there is for essential things. The public should willingly give up the nonessentials. It is going to be a great deal more important

for this country to move food, fuel, and iron, and the like than to move luxuries. We hope that we are going to be able to move them all, but I think it is only fair to point out the facts and to ask the public's support.

More Equipment Ordered

"The railroads have done their best in the last 18 months to add to their cars and engines. There have been placed in service since November 1, 1916, 989 new engines and 44,063 new cars. Orders have been given for—as of April 1—2,209 engines and 104,917 cars. We hope they will be received between now and the first of next January. If so, there will have been introduced between November 1, 1916, and January 1, 1918, 148,980 cars into the service with an average capacity of over 50 tons; and 3,188 engines, with an average tractive power of 54,000 pounds, which is very much above the average of the engines of the United States.

"On May 1 there was, according to the record, a 'shortage' of 150,000 cars. In round numbers there are 2,500,000 cars in the United States. If through better loading by the shipper, better unloading by the consignee, better movement by the railroad, and more alert work by every man in the railroads, from the president down to the water boy, each car is used more efficiently, it will not take long to get what amounts to an added service of 150,000 cars out of the cars on hand.

Appeals for Co-operation

"The railroad war board appeals to railroad officers and employees, to shippers, and to the public generally to cooperate in every way to make more efficient use of the existing railway plant. It is absolutely necessary to make every car, engine, track, freight house, and every other appliance do more work.

"One of the first and most important measures the railroad war board has under way is to help move a greater quantity of fuel to the Northwest and at the same time to bring East the greatest quantity of iron ore possible from the upper Lake ports. This will provide for industrial activity both East

and West next winter, and also insure a supply of domestic coal.

Lake Pooling Arrangement

"With the cooperation of the Lake carriers and the ore carriers we have arranged for a pooling of shipments of Lake coal, so that when coal arrives at lower Lake ports there will be a minimum delay in putting it into the boats, thus releasing the cars and sending the boats forward promptly.

"There is very luxurious passenger service in some places in the country and we would like to keep it up, but the country can get along without some of it. We are suggesting changes in the passenger schedules, not with the idea of saving money, but simply to save man power, fuel, and motive power, all of which must be applied to the transportation of necessities.

"The railroad war board has supplied to the government five trained railroad officers, who were commissioned to go to Russia to help the Trans-Siberian Railroad to move toward the Russian front the freight piled up at Vladivostok.

Nine Engineer Regiments

"We are arranging to obtain nine regiments of trained railway officers and employees to help the English and French people carry on railroad activities, principally in France.

"The war board's organization includes 16 experienced railway officers, including the 5 executives composing the head committee, and 11 others who are here permanently. There are in addition 69 general employees and 18 inspectors who travel about the country.

"This is an expensive piece of machinery. Our estimate is that, not counting the services of the war board and the railroad officers who are devoting a very large amount of their time to this national work, the American railways will contribute the equivalent of about \$500,000 a year to this special work. And we are glad to do it.

Should Realize Task

"I think we will win this war sooner



W. B. MILLS, COMPANY 6, FT. LOGAN H. ROOTS, ARK.

if first we wake up to the magnitude of the task, and then, not only mobilize our marvelous man power, but also coordinate with that our money power, our business organization, our press, and all the other manifold industries of these United States twining all this mobilized and coordinated power to the sole purpose of supporting our allies in maintaining the highest ideals of humanity and civilization.

"That is what the American railways are trying to do through their war board."—*The Official Bulletin*, June 8, 1917.

Useful Gifts to Company "A"

Company "A," Third Reserve Engineers, U. S. Army.

Municipal Pier, Chicago, June 21, 1917.

From: Capt. J. M. Walsh, Co. "A."

To: Major C. L. Bent.

Subject: Gifts by Albert Pick & Company.

1. The officers and members of Company "A" 3rd Reserve Engineers were each presented a neat and useful leather packet containing needles, thread, buttons, safety pins, etc., by Albert Pick & Company of No. 208 West Randolph Street, city.

2. The presentations were made to each member of the company by Mrs. Cousins, Miss Lord and Miss Faber, under whose personal supervision the packets were prepared.

3. The company was formed in line and called to company headquarters by Lieutenant Sheehan where the presentation was made. Captain Walsh thanked the donors for the kindness to the company. The article will be of unquestionable benefit to all of the men.

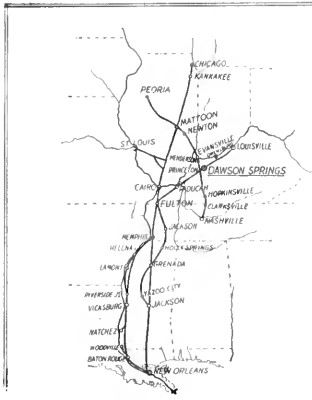
4. The thanks of officers and members of Company "A" are extended to Albert Pick & Company, to the ladies who conducted the presentation and also to Messrs. J. R. Mott and Richard Frank who were present and assisted in the distribution of the packets.

5. All employes of the Illinois Central Railroad will doubtless greatly appreciate the courtesy extended to their company.

J. M. WALSH,
Captain, 3rd Reserve Engineers, Commanding.

Copy:—Mr. David Frank,
1st Vice Pres., Albert Pick & Co.,
208 W. Randolph St., Chicago, Ill.





Dawson Springs,

Kentucky,

"The Health Resort of the South"

By Lee O. Dixon

Years, Years, ago,
Ponce De Leon, sailed from Spain,
In search of youth
'Twas vain.

Could he have steered

Cross hills and plains,
Sipped nature's nectar at Dawson
Springs,
Perchance, the dreams of youth
Would not have failed,
And young again, homeward sailed.

Perhaps nowhere in the world could be found a more inviting place of rest or quietude than that of Dawson Springs, Ky.

Situated and walled in from the busy world by nature's crafty hand of art, which brings many enthusiastic exclamations of wonder and joy, to the lips of thousands of tourists, as they are abruptly changed from the broad level and fertile blue grass fields into the rugged fern clad cliffs surrounding the entrance to the land of health and happiness.

The picturesque view as seen from the windows of the Illinois Central Observation cars leave an indelible impression on one's mind never to be erased.

Or to the motorists who so suddenly and unexpectedly glide from the summit of a chain of hills into the cool refreshing breeze gently wafted from the deep clear crystal waters of the beautiful Tradewater River, which is dotted here and there by launches, pleasure boats and canoes filled with laughing, merry making picnickers.

One is seized with an insatiable desire for an extension of life, filled with a poetic ardor as if he were by a hand of magic transformed from the feeling of

loneliness so poignantly felt in the crowded throngs of great cities, to a student of nature; and how sensitive, how vibrating as the tiny shinning ripples break against the water carved overhanging precipice, and how fascinating the deep dark woods free from the woodman's axe, noiseless but for the song birds and the daring chattering bark of the squirrel or the floundering bass endeavoring to replenish his larder at the expense of an unsuspecting minnow.

But how sad that hundreds who visit this place cannot at first see the beauty or experience the pleasure which Mother Nature produced for their enjoyment.

For they are victims of disease too many to enumerate, however, they too are destined by the same hand of magic to transformation for today perhaps you are mated on the golf links with the goutchy rheumatic you met on arrival, or by chance the Jaundice has so suddenly left the countenance of the man you so gently assisted from the depot to the hotel that you fail to recognize the once invalid, who now gleams from life the rapture and inspiration known only to strong, and healthy men.

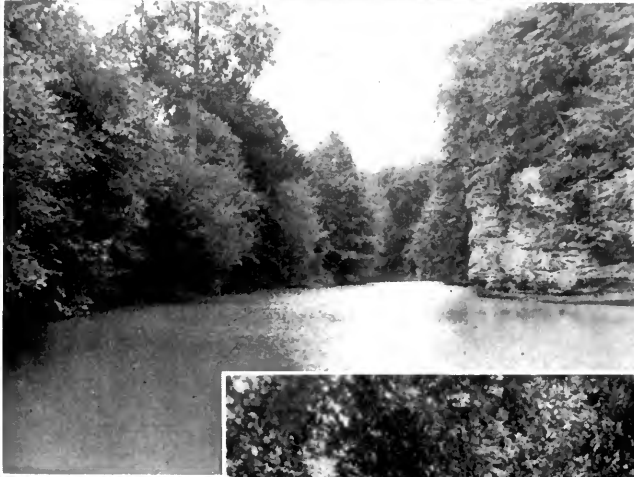
Dawson Springs is located in Hopkins county, Kentucky, 16 miles from

Louisville, Ky., 225 miles from Memphis, Tenn., and less than two hours' ride from the Chicago and St. Louis connections via Cairo, Ill., and Paducah, Ky. And 30 minutes from the Evansville, Ind., and Hopkinsville, Ky., connection at Princeton, Ky.

Four well-equipped passenger trains,

to Dawson Springs from a wide range of territory on the line of the Illinois Central and connecting lines, and reasonable fares at other times from all points in the country.

Dawson Springs, as a health resort, enjoys a well earned reputation of being one of the most popular resorts of the



*Scenes
in
immediate
vicinity
of
Dawson
Springs
Ky.*



each way, stop daily at Dawson Springs, giving a most convenient service of sleeping, parlor and dining cars from all parts of the country, and is one of the few points south of the Ohio River where reduced rates are extended throughout the year.

The return limit being six months from date of sale.

Furthermore, during certain months of the year reduced fares are in effect

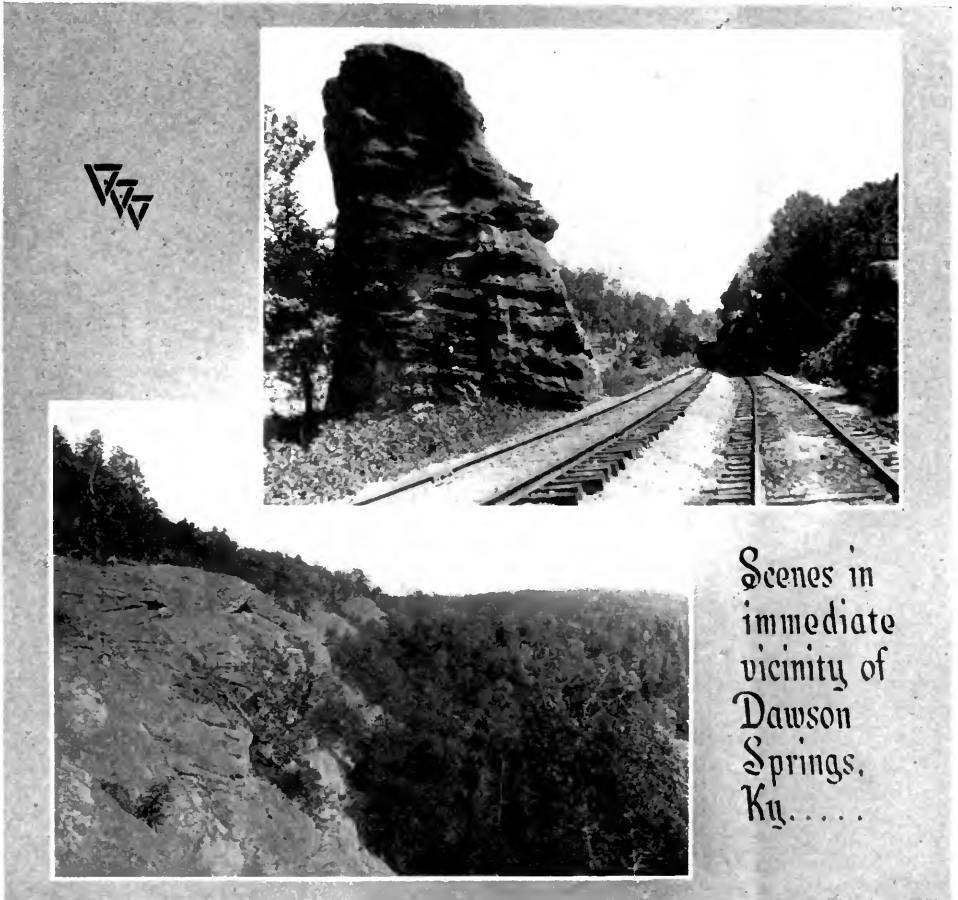
Middle West and South, and the mineral water from its numerous wells and springs have effected remarkable cures by the thousands from the following and many other ailments, dropsy, rheumatism, dyspepsia, nervous debility, hemorrhoids, and diseases of the stomach, liver and kidneys.

Its mineral water both plain and condensed are prescribed throughout the south by all prominent physicians to their

patients or advised to go to Dawson Springs, where they can secure the water fresh from the wells and in connection with the modern equipped bath houses and sanitariums with competent physicians and attendants in charge, soon eliminates the most aggravated cases of the above named diseases.

and operated both in plain and condensed waters by The Dawson Springs Co.

In addition to the attraction of the waters at Dawson Springs, the country around and about has many allurements for the visitor. Tradewater River is within a mile of the center of the city, as are also the Arcadia, Ferndale and



The first mineral well was discovered at Dawson Springs, Ky., in July 2, 1881, by W. I. Hamby, and is now known as Arcadia Well No. 1 and several years later discovered the famous Hamby well which he now owns and operates. Other famous and popular wells are the Arcadia Nos. 1, 2, 3 and 4, Harned and Holeman wells, better known as the H. & H.; Dooms, Phillips, Ramsey, Rice, Redden, Wooruff, and a number owned

New Century Cliffs, which are daily visited by hundreds of guests.

Facilities for boating and bathing in the river are ample, and the scenery to be encountered is simply delightful, it including vistas of fascinating windings, overhanging branches, dense forest growths and weird and lofty rock bluffs.

Dawson Springs is noted for its beautiful churches and new modern high school building recently erected at a cost

of more than \$30,000. Dawson Springs has more than 50 hotels and boarding houses, 15 miles of concrete walks, three large bottling plants,

gun ample facilities for a good day's hunt or string of croppie and bass which abundantly abound in the clear deep waters of the river and its tributaries.

The New Karlsbad Hotel, is strictly fireproof, and will have 1,100 rooms above the first story, all of extremely large size, each with its individual bath, finished in the highest grades of material.

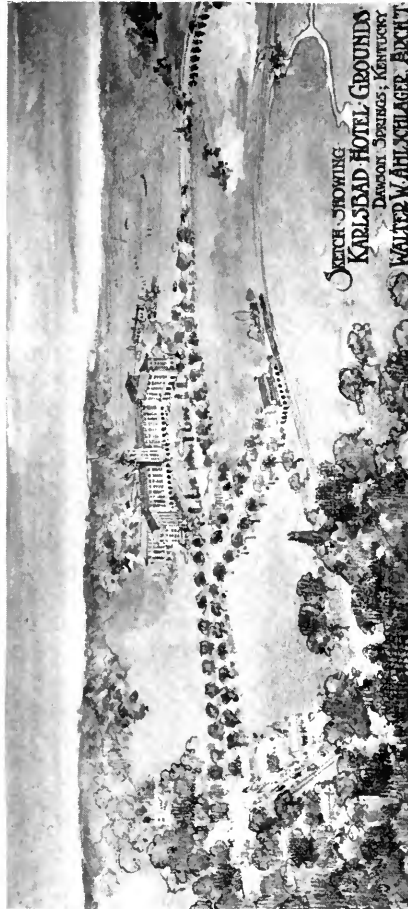
The ground floor is on as unique a scale as is any hotel in the United States. Its ground floor dimensions are approximately 450 x 600 feet resplendent in a large foyer connecting with its Palm Room, which is 90x100 feet. Entirely around the Palm Room is the promenade between marble columns and directly off of the Palm Room is the dining room. To the left, the ball room, where 500 couples may dance conveniently at one time, and on the right side the breakfast room, private dining rooms, etc.

The kitchen arrangement is probably unique, in that it is located 250 feet away from the main building and on the second story of the building. The kitchen will be entirely lighted

three modern sanitary bath houses and sanitariums, numerous parks and drive ways through shady dells, and offers to the sportsman with rod and

the entire day with sunlight, from four directions, as well as ventilated in both directions, and will be finished in marble and tile from floor to ceiling.

Adjacent to the hotel will be the gymnasium, swimming pool, medical department and golf course, as well as a large fireproof garage which will be owned and operated by the hotel, in order to guarantee first class service.



Every room is a front room in the entire building, there being no courts, nor rear or ends to the hotel. The grounds are equally treated in all directions and not one room is superior to another.

Dawson Springs also claims the best equipped training grounds in the South for baseball clubs, its grounds being used each season by the Pittsburgh Nationals, Toledo and Columbus teams of the American Association, and a number of other smaller league clubs. A large 100-foot square training shed is used during inclemency of the weather.

One of the most attractive features of the social life at Dawson Springs, is its old-fashioned Kentucky hospitality, seasoned with the presence of hundreds of gentle typical southernfolk of the Sunny South.

Its social affairs are not hedged about with the formalities usually observed in recherche functions, but the cosmopolitan atmosphere of the true American spirit seem to prevail.

The good moral tone is preserved, and the vicious tendencies of some summer resorts are strictly tabooed.

Dawson Springs is a combined health and pleasure resort, where the seekers of either return home benefited, pleased and satisfied.

In viewing life in all its blended lights and shades, the intelligent mind at once grasps the true philosophy of living,

which is to take advantage of each day's opportunities to enjoy the beauties of nature and the glories of creation, and by making the best of one's environments and the privilege of social intercourse with one's fellows.

The mind and body subjected to the cares of business or household duties, or resting under the touch of disorder or disease, can but drift towards infirmity, and find life a burden unless a staying force intervenes and arrests the downward tendency.

The panacea for such ills is lavishly presented at Dawson Springs, where Mother Nature opens her wondrous store and with a bountiful hand proffers the health giving cup to all who may come and drink its magic waters that so speedily transform the once listless body into new animation. In brief, life at Dawson Springs is healthful and broadening and filled with such experiences as enables nature to exact from the inner heart the tribute, pure and sincere, that life is worth living. And with new energy, power of will, and a determination to extract from future life that which is good, pure, noble and unselfish, return to the office, busy mills and other vocations of life with a determined resolution to succeed and sing the praise of the elixir of a new life found only at Dawson Springs and its health giving waters.



Specialists and Special Collections

By Eugene F. McPike, Manager, Perishable Freight Service, Illinois Central Railroad,
Chicago

We live to learn, that we may learn to live. Knowledge is power. The man who knows is useful and will be increasingly useful in the days to come which may be very close at hand. This is true not only in the relatively narrow sense of the individual and the activities with which he may come most closely into contact, but also in that larger sense which is represented by the flag we call our own. Our vision must be extended to still more distant horizons because knowledge is cosmopolitan; it knows no boundaries either of geography or of politics. It cannot be court-martialed for including all humanity within its scope, even during a time of war. Yet he best serves humanity who serves best his own country because in order to preserve any good within us we must be true and loyal to our ideals. Duty, like charity, begins at home.

We live to learn, that we may contribute what little we can toward the happy solution of the problems confronting the race to which we belong. The strength of a nation is in the sum of its energies. Hence we must correlate specialization with generalization.

The ambitious and serious student of any subject frequently experiences difficulty in getting into touch with the sources of the particular knowledge which he seeks. His home may be far from any large public library or other facilities for study. He may be quite uninformed as to the ways and means which are at his command if he were only sufficiently industrious to use them. There is great need of a general guide to, or a directory of specialists and special collections relating to technology and other useful information. Such a work ought to be compiled and published in the form of a "Year-book," which, in some measure would be a key

to the world's knowledge of today and tomorrow, just as printed literature or bibliography is a key to the knowledge of yesterday. The world in which we live is moving fast. It is no longer enough to know how or why a certain thing was done in a certain way yesterday, but we desire to know and often must know how and why it is being performed today or indeed may be performed tomorrow. Progressive knowledge is in the immediate custody of those specialists who are creating it. They are busy men whose hours and minutes are filled with work of a highly specialized character. From such duties they cannot be diverted by any idle inquiries, but the serious student will find that generally speaking where there is a will there is a way.

The specialists themselves often require and seek information outside their chosen field. All knowledge must be interrelated for its parts are interdependent upon each other.

This proposition in one form or another is receiving serious consideration in England, France, Russia, etc. An excellent editorial article relating to the establishment of a Central Information Bureau was published in the London *Engineer* of May 25, 1917, urging the establishment of such a Bureau in England based upon the program of the International Institute of Bibliography in Brussels, Belgium. Similar action is about to be commenced in France for the organization of a "Society for the Promotion of National Industry." It is furthermore reported in the public press that some active steps are being taken in Russia for the organization of a new "Association for Development and Dissemination of the Positive Sciences." It would appear, therefore, that in the United States where technology has

been so much developed and used, it is high time that some definite action be taken in the direction of establishing a general clearing house or Central Information Bureau to promote the interchange of technical and other useful information.

As a very small contribution toward the proposed Directory of Specialists and Special Collections, the following list has been prepared and arranged according to the Dewey decimal classification of knowledge as used by many American librarians:

000. GENERAL WORKS.

001. Research and Intercommunication (general).

(1) The Library of Congress, Washington, D. C., often furnishes very useful information or suggestions (gratis) to serious investigators or students in response to reasonable and brief inquiries which are clear and to the point, relating to almost any branch of human knowledge.

(2) The Chicago Daily News Information Bureau, Washington, D. C., announces that it will undertake to answer any inquiry when accompanied by a two cent postage stamp for each question presented. The replies generally consist of bulletins or other material obtainable from the governmental offices.

(3) The American Library Association (Geo. B. Utley, Secretary, 78 East Washington Street, Chicago) has appointed a special committee to investigate and report upon a plan known as "Sponsors for Knowledge" originated by Geo. W. Lee of Boston. Under this plan certain librarians and specialists accept direct responsibility for the collecting and furnishing of information on designated subjects. Two preliminary lists of "Sponsors for Knowledge" appeared in the Bulletin of the American Library Association for January and March, 1916.

(4) According to *The Library Journal* (U. S.) for August, 1912 (vol. 37, p. 478), the Library of Congress; California State Library, Sacramento; John Crerar Library, Chicago; and the Hall of Archives, Ottawa, are equipped with

photographic apparatus ("photostat") by which copies of pages in books, manuscripts, etc., can be made, at small cost, for students and others. The Library of Engineering Societies, New York City, was also considering the installation of such apparatus. (See entry No. 19.)

(5) A Society for the Advancement of Knowledge is being organized with headquarters in Great Britain and a branch in the United States. It will be devoted to the promotion of ways and means to facilitate the interchange of useful information. Its official organ is "*The Link*." (See entry No. 11 in this series.) Membership fee: \$3.00 per year.

(6) A "University Extension Club" may be organized by Mr. Ernest Briggs, Steinway Hall Bldg., Chicago, whose tentative plans contemplate a central office with ways and means to promote intercommunication or the direct interchange of useful information. The membership fee will probably be fixed at \$3.00 per year which will include the official organ to be published at stated intervals.

(7) Kosmos, International Correspondence Alliance, Amsterdam, The Netherlands, publishes, in January of each year, a directory of its members throughout the world, with an indication of the subject of immediate interest to each, so as to encourage direct intercorrespondence between them, when desired. Membership fee: \$1.25 per year, plus a cash guarantee of \$1.25, which is refunded on termination of membership.

026. Libraries on Special Subjects.

(8) *Special Libraries*, organ of the Special Libraries Association. Editor: John A. Lapp, State Library, Indianapolis, Indiana. Monthly; \$2.00 per year (10 numbers).

050. General Periodicals.

(9) *Notes and Queries*, Bream's Buildings, Chancery Lane, London, E. C., England. Weekly 1849-1917, in half-yearly volumes with index. Also General Index to each series of twelve volumes. Includes a wide range of subjects within its scope. Is in public

libraries of larger American cities. (Monthly since April 15, 1917.)

(10) *L'Intermédiaire des Chercheurs et Curieux*. 31 bis Rue Victor-Massé Paris, France. Thrice monthly since 1864. General Index to 1896. A set in library of University of Chicago. Relates chiefly to French history, etc. (Sometimes called the "French Notes and Queries.")

(11) "*The Link*," official organ of the Society for the Advancement of Knowledge (see entry No. 5 in this series). A directory of its subscribers with their varied interests, is published in Great Britain. Appears quarterly in March, June, September and December. Is in Chicago Public Library, Library of University of Chicago, New York Public Library, etc.

080. Collections (general).

(12) "Special Collections in Libraries in the United States" by W. Dawson Johnston, librarian of Columbia University, and Isadore G. Mudge, reference librarian of Columbia University. U. S. Bureau of Education, Bulletin, 1912, No. 23. Government Printing Office, price ten cents. (140 pages, including index.)

300. SOCIOLOGY.

(13) Infant Welfare Society, 104 South Michigan Avenue, Chicago.

361. Red Cross.

(14) American Red Cross, Washington, D. C. (Official Organ: *The Red Cross Magazine*, monthly; Doubleday, Page & Co., Garden City, Long Island, N. Y.)



Good Road
near
Dawson
Springs
Ky



Flower
Garden,
Dawson
Springs
Ky

400. PHILOLOGY (LANGUAGES).

(15) Students of French, Spanish or other foreign languages would find it profitable to correspond, if possible, with some one knowing that language as his mother tongue. This may not be easy to arrange in the present international situation. (See entries Nos. 5, 6, 7, 11, 16, 17, in this series.)

408.9 International Language.

(16) The British Idistic Society, J. W. Baxter, Secretary, 47 Limes Grove, Lewisham, S. E., London, England, is making good progress with its propaganda of "IDO" (pronounced: *ee-doh*), in Great Britain. Lord Northcliffe has thrown open the columns of his newspaper, "*The Daily Mail*," for that purpose.

(17) The International Language Society of America, G. W. P. Gibson, Secretary, 5610 Dorchester Avenue, Chicago, Illinois, will answer inquiries regarding the practical application of "IDO" in the world of commerce, etc.

540. Chemistry.

(18) The Chemists' Club library, New York City, has been consolidated with the Library of the Engineering Societies, same place, for which see entry No. 19 in this series.

600. TECHNOLOGY.

(19) Library of the Engineering Societies, 29 West 39th St., New York City (with which the library of the Chemists' Club has been consolidated) will, for reasonable compensation, undertake special researches, not only for members, but for any one, by securing information, copies, transcripts, translations, etc. Address W. P. Cutter, Librarian and Secretary.

(20) "Technical Information Bureaus," by Miss L. B. Krause, librarian, H. M. Byllesby & Co., Chicago. In "*Engineering Record*" (U. S.), for June 22, 1912, page 690.

(21) "New Technical Books," a

quarterly bulletin issued by the New York Public Library, New York City, and distributed gratis.

(22) Society of Technical Associations' Secretaries; Harry D. Voight, 95 Liberty Street, New York City.

(23) The Vocational Education Association of the Middle West. Secretary: Albert G. Bauersfeld, instructor pattern making department, Lane Technical School, Chicago; address Sedgwick and Division Streets, Chicago. Issues an interesting and instructive "Year-book." Membership only \$1.00 per year.

630. Agriculture.

(24) The U. S. Department of Agriculture, Washington, D. C., and its several Bureaus, will supply, on request, much information concerning any specific phases of agriculture, horticulture, plant diseases, etc. The same is true of many of the State Agricultural Experiment Stations.

655. Book-dealers.

(25) "The International Directory of Booksellers," edited by James Clegg, Aldine Press, Rochdale, England, 1914 (644 pages with Index). Copies are in principal public libraries of U. S. Is useful also as an indirect means of finding a new correspondent in a foreign country, through whom to conduct special studies and investigations.

656. *Transportation: Railroading.*

(26) Bureau of Railway Economics, 429 Homer Building, Washington, D. C. R. H. Johnston, Librarian.

659. Advertising.

(27) Advertising Association of Chicago, Advertising Building, 123 West Madison Street, Chicago.

700. FINE ARTS.

710. Gardening (landscape).

Town (city) Planning.

(28) The City Club of Chicago (315 Plymouth Place) has made a special study of town-planning.

The Elimination of Grade Crossings

By T. J. Foley

THERE is no difference in opinion about the desirability of eliminating grade crossings. The railroads, if they could, would be only too glad to eliminate all of them. Overhead bridges and underpasses remove entirely the cause of danger. The benefits which accrue from the elimination of grade crossings by the construction of overhead bridges and underpasses are ordinarily not considered from the correct standpoint. A fair estimate would be that the public receives 75 per cent of the benefits and the railroad 25 per cent. The benefits received by the public are in knowing that a crossing which must be used frequently is safe. The benefits to the railroad are in saving the expense of defending occasional claims for damages on account of accidents. The elimination of grade crossings is very expensive and the railroads of the country are necessarily compelled to go very slow in making this much desired improvement. If the public were more liberal in helping to bear the burden, more grade crossings would be eliminated. The committee on grade crossings of the National Association of Railway Commissioners, at a convention held in Washington, D. C., in 1912, recognized the partnership interest existing between the public and the railroads in the matter of eliminating grade crossings. The committee pointed out the fact that the elimination of grade crossings does not increase the revenue of the railroads, and that as a purely financial matter, railroads could not afford to eliminate grade crossings where the expenses of doing so would be considerable. I quote as follows from the report of the committee:

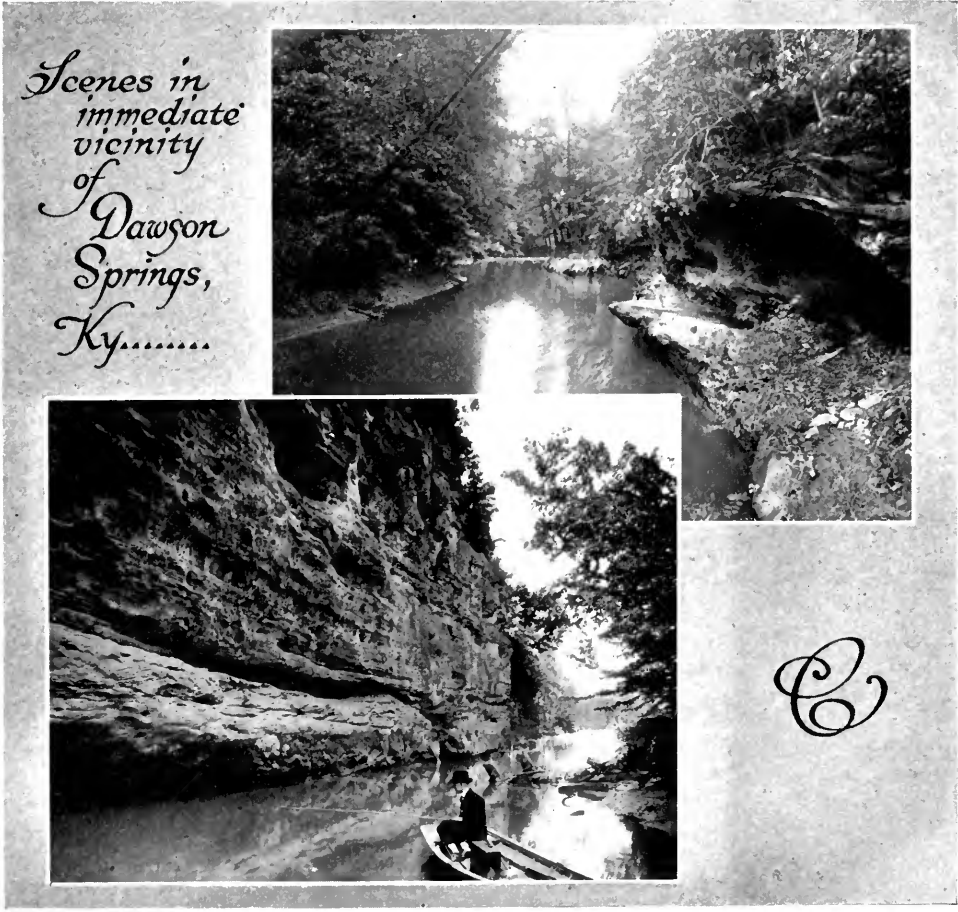
"The elimination of a grade crossing costing as much as \$50,000 involves a perpetual annual interest charge, at 5 per cent of \$2,500, besides annual repair. The

manifest injustice of compelling the railroads to bear the total cost of elimination caused the legislature of Massachusetts to pass a grade crossing law, so-called, in 1890. By this act the expense of elimination was divided among the railway companies, the towns and cities and the Commonwealth. From 1890 to 1911 there was expended under the provision of this law \$34,372,048.03, of which total 61 per cent was borne by the railways, 26 per cent by the Commonwealth and 13 per cent was borne by the cities and towns. In Vermont, which divides the expense of elimination among the railways, the towns and cities and the state, the state by law, bears not exceeding 25 per cent of the cost and not exceeding \$25,000 annually."

In New York State the law is that wherever a change is made in an existing crossing, 50 per cent of the cost shall be borne by the railroad, 25 per cent by the municipality benefited by the improvement and 25 per cent by the state. In Ohio the railroad pays 65 per cent and the municipality or county benefited 35 per cent of the entire cost. In Wisconsin the proportion of the cost which shall be borne by the railroad company and the municipality or county is left to the railroad commission for determination. In South Dakota, Tennessee, Alabama, Louisiana and Kentucky, there is no statutory provision by which the expense of eliminating grade crossings can be divided between the railroad and the public. In Iowa the State Board of Railroad Commissioners is given power to determine how the cost shall be divided. In Mississippi the entire burden of eliminating grade crossings is placed upon the railroads. In Illinois the Public Utilities Commission is given the power to proportion the expense of eliminating grade cross-

ings between railroad companies, street car companies and the state, county and municipality. In several instances where the Illinois Central has eliminated grade crossings in Illinois, agreements were entered into by which the railroad paid half and the other half was divided equally between the county, the municipality and the state. In Indiana the Railroad Commission is vested with power

state passed a bill requiring every railroad in the state to eliminate each year one grade crossing for every thirty miles of track owned within the state, the entire burden of expense to be borne by the railroads. Mr. Wilson very promptly vetoed the bill. The following is quoted from his veto message to the legislature: "I know the seriousness and great consequence of the question affected by



to require separation of grades at all places outside of cities and in all cities of not over 20,000 population, and when the Railroad Commission orders such improvements, one-fourth of the cost thereof is borne by the county benefited and three-fourths by the railroad.

When President Wilson was governor of New Jersey, the legislature of that

this important measure. There is a demand, well grounded and imperative, throughout the state that some practical legislation should be adopted whereby the grade crossings of railways which everywhere threaten life and interfere with the convenience of both city and rural communities, should as rapidly as possible be abolished. But there is cer-

tainly not a demand in New Jersey for legislation which is unjust and impracticable.

"The first part of this bill, which provides for the handling of this difficult question of the elimination of grade crossings by the Board of Public Utility Commissioners, is excellent both in method and in purpose and suggests a way by which the whole matter can be successfully handled; but that portion of the bill which arbitrarily provides that every railroad of the state shall every year eliminate at least one grade crossing on its line for every thirty miles of its whole extent, the commission to determine which crossings shall be dealt with first, seeks to accomplish an impossible thing. It is not possible thus to lay down a hard and fast rule, and enforce it without a likelihood of bringing on conditions under which the whole undertaking would break down the result in utter disappointment.

"What is needed is an adequate enlargement of the powers of the Board of Public Utility Commissioners. That board can be empowered, and should be empowered, to push the elimination of such crossings as fast as it is possible to push it without bringing hopeless embarrassment upon the railways. The law could easily establish a principle by which it might be determined when it was equitable that the several communities affected should participate in the expense and to what extent, if any, they should participate. In this way all the results that could possibly be attained by the present bill would be attained without the risk and perhaps the discouragement and discredit of attempting a thing, in itself inequitable and impracticable.

"The non-enactment of this bill into law will, of course, be a serious disap-

pointment to the people of the state, but it will only concentrate their attention upon the just and equitable way of accomplishing the end in view. I do not believe that the people of the state are in such haste as to be willing to work a gross injustice, either to the railroads or to private owners of the property or to the several communities affected."

It ought to be the settled policy of all railroads to eliminate a certain number of busy grade crossings each year, the number to be eliminated to be controlled, of course, by the financial ability of a railroad to make such improvements. The distribution of these improvements should be in equal proportion over an entire system if the laws of the various states offered equal inducements. A state which places the entire burden of eliminating grade crossings upon the railroads should not expect to be able to compete in securing these permanent improvements with states which contribute and require municipalities and counties to bear a substantial part of the cost. Railway officers and employes located in states lagging behind in the matter of providing favorable laws calculated to aid in the elimination of grade crossings should draw the matter to the attention of influential citizens and to members of their legislatures. Undoubtedly, the equity of this matter is with the New York plan, which requires the railroad to contribute 50 per cent of the cost, the municipality 25 per cent and the state 25 per cent. If such a law were upon the statute books of the states in which the Illinois Central lines are located, it would no doubt result in unusual efforts being made by the company to provide more of these permanent improvements than it is possible to provide under present conditions.

Postponement of the Meeting of the American Association of Railroad Superintendents

Because of the war the meeting of the American Association of Railroad Superintendents, which was to have been

held at Minneapolis, Minn., August 8th, 9th, and 10th, 1917, has been indefinitely postponed.

Accounting Department

Office of the Auditor of Disbursements

The office of the Auditor of Disbursements audits and accounts for all expenditures of the Company. The expenses are classified in accordance with the several classifications as prescribed by the Interstate Commerce Commission and the sub-division of same as required by the Company.

Organization

The office force is comprised of the following mutually dependent bureaus, the duties of which are briefly outlined:

Immediate Bureau

Supervisory and General.

Miscellaneous Bureau

This bureau handles the accounting of expenditures in connection with Investment in Road and Equipment, Material and Supplies, Open Account, Hospital Department, and auxiliary records in connection therewith.

The records of expenditures chargeable to Investment in Road and Equipment are kept separately by Work Authority numbers and by primary accounts for each authority. There are approximately three thousand open Work Authorities to which charges are made currently.

An auxiliary record of expenditures in connection with Preliminary Surveys is kept for the purpose of holding in suspense charges connective with certain work until a definite decision is reached as to whether the project will be undertaken or abandoned, at which time the account, Preliminary Surveys, is cleared. Charges are not accepted without authority of the Engineering Department.

The record of Material and Supplies is kept by classes of material, and also by Departments in whose custody the material is kept.

An auxiliary record is kept of fire losses allowed and unexpended, consisting of amounts appropriated from the Insurance Fund, covering losses to property by fire. Each loss is covered by a separate allowance, which is set up under a distinct fire loss number, to which charges are accepted up to the amount allowed.

Statistical Bureau

The compilation of all records in connection with Operating Expenses and preparation of all reports in connection therewith are under the direction of this bureau. The records of Operating Expenses are compiled by divisions and by states separately for freight and passenger service.

This bureau is required to state the total Operating Expenses on the 10th day of each month, following that for which the expenses are stated.

Voucher Bureau

The work of checking, examining and recording of all vouchers is performed by this bureau. Index ledgers are kept by names of individuals and firms, from which, at any time, the status of an individual account may be ascertained. Separate records are kept in detail of vouchers in favor of Foreign Railroads. Registers of vouchers, showing distribution by accounts are kept in numerical order, such record showing the paid and open items.

Payroll Bureau

The auditing of payrolls, writing pay checks and preparing reports in connection therewith are assigned to this bureau.

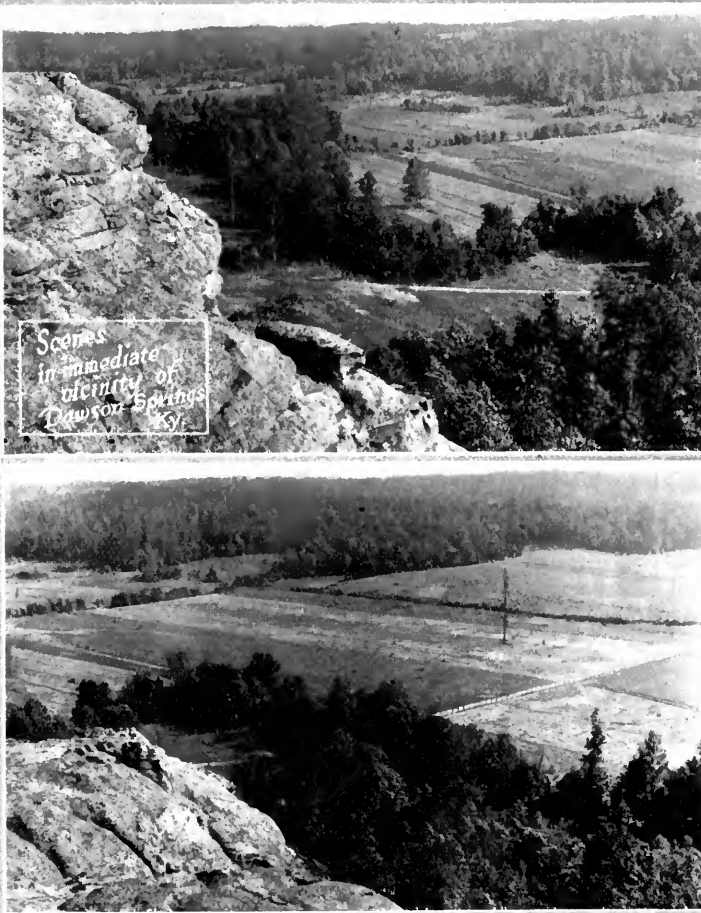
A record is kept of pay checks issued, showing amount drawn on each bank; another record is kept of paid and open items. Approximately one hundred and ten thousand pay checks

are written in this bureau each month. For the purpose of annual reports an accumulative record is kept, by classes, of the number of employes, days or hours worked, and total compensation. This record is kept separately by states. Another record is kept of all monthly positions with amount of salary authorized for each, and of all

by car number of each car of coal purchased and unloaded, or approximately seven thousand cars each month.

Car Repair Accounting Bureau

The duties of this bureau consist of checking repair records, to know that the charges have been made in accordance with the Master Car Builders' Rules, preparing bills against Foreign



authorized increases in same, for the purpose of preventing any additional monthly positions or increases in same being entered on the payrolls without the proper authority.

Fuel Accounting Bureau

This bureau handles the records of and prepares vouchers for payment of all Company coal. A record is kept

Lines, and issuing vouchers in favor of Foreign Lines for repairs to equipment. Approximately two hundred and sixty-five thousand repair cards are priced, checked, etc., by this bureau each month.

Stenographic Bureau

Miscellaneous stenographic and typing work.

Comptometer Bureau

Computes and verifies payrolls, vouchers, reports, etc.

Time Inspection Bureau

This bureau consists of a Chief and Traveling Time Inspectors, whose duties are to make surprise checks of Maintenance of Way labor, Station labor, and Shop labor forces, to know that the employes checked are actually on the work; also instructing as to how the records should be posted.

Traveling Auditors:

The duties of Traveling Auditors are of a miscellaneous nature, such as checking facilities used jointly by this Company and Foreign Lines, to determine that there are only included in the Foreign Line bills, items of expense that should be borne jointly by this Company and the Foreign Lines; and to know that bills rendered by this Company against Foreign Lines contain all items that should be included in the joint account; Checking Division, Shop and Storehouse Labor and Material records to know that the charges have been properly computed and charged to the various accounts as prescribed by the Interstate Commerce Commission, and any other mis-

cellaneous duties which they are called upon to look into from time to time. The Traveling Auditors also make periodical visits to the Division offices, and in a general way, go over the various accounting matters with the Accountants with a view of assisting them in the way of instructing on matters that are not being properly handled, etc.

The successful handling of disbursement accounts by this office and others, depends largely upon the co-operation of all concerned, such co-operation being of mutual advantage to all interested. This office is fully cognizant of the volume of work and difficulties experienced in connection therewith, which the Division Accountants and others have to deal with, and it is the knowledge that full co-operation between all concerned will, to a great extent, lessen or make more easy the work of all interested, that prompts this request.

Subsequent articles will define work of the various bureaus in particulars, especially treating upon the connection between reports furnished by Superintendents, Master Mechanics, and others, and the handling of same in this office.

Rule 720

ILLINOIS CENTRAL RAILROAD COMPANY

The Yazoo & Mississippi Valley Railroad

Office of General Manager

Chicago, June 18, 1917.

Rule 720 of General Regulations of the Rules and Regulations of the Transportation Department is herewith changed to read as follows:

"Minors under 19 years of age will not be employed in yard, train or engine service. When minors are employed it must be with the written consent of parent or guardian, on prescribed form, which must be filed with application for employment."

T. J. Foley,
General Manager.

Approved:

W. L. Park,
Vice President.

George Creel, Chairman
The Secretary of State
The Secretary of War
The Secretary of the Navy

Committee on Public Information Washington, D. C.

To the Employes of Illinois Central Railroad :

In order that the public may be thoroughly informed upon the various activities of the Government during the present crisis, President Wilson has established a Committee on Public Information.

This Committee is composed of the Secretary of War, the Secretary of State, and the Secretary of the Navy, and has as its chairman, Mr. George Creel. Its services are at the call of any who may desire to be informed upon the affairs of the Government, as they relate to the present crisis.

It is peculiarly essential that those in charge of railroad affairs should be well posted upon Government problems, and this is therefore addressed to you with the hope that you will avail yourself whenever you desire of the services of this Committee.

All inquiries should be addressed to L. M. Harris, 8 Jackson Place, Washington, D. C.

Memphis Convention of the Air Brake Association

By L. P. Streeter, Air Brake Engineer, I. C. R. R. Co.

THE Twenty-fourth Annual Convention of the Air Brake Association was held at the Hotel Chisca, Memphis, Tenn., May 1st to 4th, inclusive.

The convention was opened by prayer offered by Right Reverend T. F. Gailor, Bishop of the Protestant Episcopal Diocese of Tennessee.

Hon. Thomas C. Ashcroft, Mayor of Memphis, welcomed the delegates on behalf of the city, and Mr. W. C. Johnson, President, Chamber of Commerce, extended greetings, followed by an inspiring and patriotic address by Hon. Bolton Smith, of the League to Enforce Peace.

In the absence of Vice-President Park, who was unavoidably detained in Chicago, Terminal Superintendent Walsh greeted the convention on behalf of the Illinois Central and other railroad interests. Delegates representing the principal railways of the country were present, and the following papers were presented and discussed.

Slack Action in Long Passenger Trains, Its Relation to Triple Valves of Different Types, and Consequent Results in the Handling of Passenger Trains

By Mr. J. A. Burke, A., T. & S. F., and Mr. Wm. Hotzfield, of the Soo Line.

This paper can be considered as supplementary to the paper following, by the committee on slack action on long passenger trains.

What Is the Safe Line of an Air Brake Hose?

Committee: M. E. Hamilton, St. L. & S. F., chairman; Jno. W. Walker, Pennsylvania; M. S. Belk, Southern, and George W. Noland, Pennsylvania Lines.

This subject is admittedly one of the

most important brought before the association, both from the point of safety and expense involved. Primarily the committee's object was to formulate a definite recommendation for the M. C. B. Association, which will follow shortly.

Handling Heavy Tonnage Trains on Grades with Air Brakes Exclusively.

Committee: C. H. Rawlings, D. & R. G., chairman; J. E. Fitzgerald, Tennessee Central; L. S. Ayer, Southern Pacific, and C. T. Goodwin, B. & O.

This paper touched on the features involved in grade operation, principally 2 per cent or over, use of retainers, also the necessity of hand brakes only when trains are standing on grade.

Suggested Practice of the Cleaning and Lubricating of Brake Cylinder Packing Leathers

By Mr. R. C. Burns, Pennsylvania

This paper brought out a new practice of handling work of this character, the savings due to the reclaiming of packing leathers, and the elimination of kerosene as a cleaning medium.

Recommended Practice

Committee: S. G. Down, W. A. B. Co., chairman; H. A. Walhert, W. A. B. Co.; N. A. Campbell, N. Y. A. B. Co.; J. R. Alexander, Pennsylvania; H. A. Clark, Soo Line.

The work of this committee is to standardize and revise the practices in connection with modern engine and car equipment.

Slack Action in Long Passenger Trains

Committee: G. H. Wood, A., T. & S. F., chairman; L. S. Ayer, Southern Pacific; M. S. Belk, Southern; J. A. Burke, A., T. & S. F.; W. J. Hatch, Canadian Pacific; M. E. Hamilton, St. L. & S. F.; C. U. Joy, N. Y., N. H. & H.; T. F. Lyons, N. Y. C.; W. F. Peck,

B. & O.; M. Purcell, Northern Pacific; William Spence, Grand Trunk, and L. P. Streeter, I. C. R. R.

The report of this committee, which is carrying on a country-wide investigation of this important subject, with a view of making definite recommendations to the railways through the M. C. B. Association, to reduce rough handling to a minimum, rendered a preliminary report of progress to date, which leads us to believe that the present situation can be materially improved when all of the evidence is in and carefully weighed.

All papers were fully discussed, and many points of interest brought out that will be of value in bringing about a higher efficiency in brake operation and maintenance.

The strictly professional papers and reports were followed by illustrated lectures and moving pictures as follows:

Illustrated lecture on the manufacture of shrapnel shell, also moving picture and lecture on the operation of the triple valve, supplemented by lantern slides on "Freak Inventions," by Mr. W. V. Turner, Manager of Engineering, W. A. B. Co. Mr. Turner's lectures are always of keen interest and features at our conventions, and as usual he did not disappoint us.

Mr. W. E. Dean, Jr., one of Mr. Turner's assistants, gave an interesting illustrated lecture on the functional inter-relation between the component parts of the air brake system, which brought out clearly many fundamental facts relating to the art.

The following Railway Associations were represented:

Master Car Builders' Association, Mr. F. B. Barclay, Superintendent M. P.; American Railway Master Mechanics' Association, I. C. R. R., Memphis; Traveling Engineers' Association, Mr. J. B. Feeny (President), Traveling Engineer, I. C. R. R., Memphis; Railway Signal Association, Mr. W. M. Vandersluis; Signal Engineer, I. C. R. R., Chicago; Railway Storekeepers' Association, Mr. W. D. Stokes, Assist-

ant General Storekeeper, I. C. R. R., Memphis; International Railway General Foremen's Association, Mr. W. F. Lauer, General Foreman, Shops, Memphis; American Railway Electrical Engineers' Association, Mr. L. C. Swafford, Division Electrical Foreman, Illinois Central R. R. Co., Memphis.

The general and well arranged exhibits by the railway supply men of the association were most interesting and complete. Fifteen manufacturers of devices and products allied with the art, co-operated to make this feature a success. The entertainment was ably conducted by the chairman in charge, Mr. B. J. Feeny.

A trip by special train was tendered by the Illinois Central to the Cotton Compress of the Memphis Terminal Corporation, who threw open their plant to our inspection, and personally conducted the delegates through.

A river trip on the Steamer Idlewild, also an automobile trip to the Memphis Country Club, where luncheon was served, was tendered by the Chamber of Commerce. Two informal and one convention dance were given, also a reception, at which Miss Margaret Woodrow Wilson, daughter of the President, was the guest of honor. The association also provided an Old Southern Negro Entertainment of unusual interest.

Mr. L. W. Sawyer, N. Y. A. B. Co., Assistant Chairman of the General Committee on Arrangements, ably co-operated with Mr. Feeny, and all agreed that in interest manifested, work accomplished, and entertainment, the convention was the best in the history of the association.

The officers for the ensuing year were elected in the following order:

President, Mr. C. H. Weaver, N. Y. C., Cleveland, Ohio.

First Vice-President, Mr. C. W. Martin, Pennsylvania, Jersey City, N. J.

Second Vice-President, Mr. F. J. Berry, N. Y., O. & W., Childs, Pa.

Third Vice-President, Mr. T. F. Lyons, N. Y. C., Cleveland, Ohio.

Secretary, Mr. F. M. Nellis, W. A. B. Co., New York, N. Y.

Treasurer, Mr. Otto Best, Nathan Mfg. Co., New York, N. Y.

Executive Committee

L. P. Streeter, I. C. R. R., Chicago, Ill.

Mark Pursell, N. P., St. Paul, Minn.

George H. Wood, A., T. & S. F., Topeka, Kan.

C. M. Kidd, N. & W., Roanoke, Va.

R. C. Burns, Pennsylvania, Altoona, Pa.

Sixteen traveling engineers of the I. C. R. R. and the Y. & M. V. R. R. registered as follows:

S. B. Chapman, J. Cronin, H. E. Exby, B. J. Feeny, W. T. Getly, F. H. Hinton, T. J. Hunt, W. L. Ickes, J. J. Millett, H. V. Neville, P. H. Ryan, C. E. Sieber, J. W. Shepherd, A. G. Turley, S. Turley and W. G. Weldon.

Master Mechanic Watkins, of Memphis, was present; also air brake men from Chicago, Freeport, Mattoon, Centralia, Memphis and McComb.

Before adjournment the convention, representing over 1,100 members, sent a telegram to President Wilson pledging its support as a whole to the nation's cause.

A DESERVED COMPLIMENT TO THE ILLINOIS CENTRAL DINING SERVICE

Des Moines, Iowa, March 15, 1917.

Mr. W. C. Francis, Supt.,
Dining Car Service,
Illinois Central Railroad,
Chicago, Illinois.

Dear Mr. Francis:

I take just a moment to write you in commendation of Conductor T. R. Collins of your dining service between Cherokee, Iowa, and Sioux Falls, South Dakota. I eat very frequently on dining cars in the Iowa service but I have never had finer service than that which Mr. Collins and his corps of assistants gave me. The food was appetizing and served in the most acceptable manner. The car is sanitary, all of which is certainly most commendable. I believe in giving the flowers to the living.

Yours very truly,

Aretas E. Kepford,
State Lecturer

LETTER FROM THE SUPERINTENDENT OF THE ASSOCIATED PRESS THANKING SUPERINTENDENT OF TELEGRAPH F. T. WILBUR FOR ASSISTANCE IN PROCURING INFORMATION BEARING UPON THE TORNADO AT MATTOON, ILLINOIS.

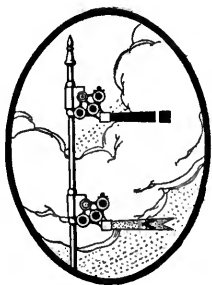
Chicago, Illinois, May 23, 1917.

Mr. F. T. Wilbur,
Chief Telephone & Telegraph Service,
Illinois Central Railroad Co.,
I. C. Terminal, Chicago.

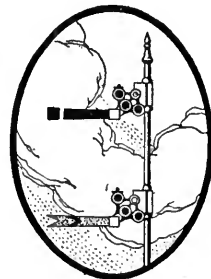
My dear Sir:—Please accept my thanks for your courtesies to The Associated Press on May 26th, in giving us information about the tornado at Mattoon, Illinois. We gave the Illinois Central credit for getting out the first dispatches.

Yours sincerely,

PAUL COWLES,
Superintendent.



SAFETY FIRST



General Safety Meeting Held in the Office of Superintendent, at Water Valley, Miss., Monday, April 16th, 1917.

PRESENT:

- A. D. CAULFIELD, Superintendent, Chairman.
- N. W. SPANGLER, Train Master.
- W. H. PETTY, Train Master.
- L. S. HOUSTON, Chief Train Dispatcher.
- S. R. MAULDIN, Master Mechanic.
- C. E. SEIBER, Traveling Engineer.
- J. J. DESMOND, Road Master.
- G. M. HUBBARD, Supervisor, Bridges and Buildings.
- G. R. WILKINSON, Supervisor, Grenada District.
- J. F. WATTS, Supervisor, Jackson District.
- G. H. PEACOCK, Supervisor, Water Valley District.
- W. E. McCUNE, Supervisor, Aberdeen District.
- J. T. WESTBROOK, Assistant Engineer.
- R. L. BELL, Carpenter Foreman.
- J. E. LUFKIN, Signal Foreman.
- J. C. TURNAGE, Bridge Foreman.
- J. H. BLACKBURN, Section Foreman.
- W. L. ALBRITTON, Section Foreman.
- J. L. CHAPMAN, General Foreman, Durant.
- R. R. ROYAL, General Foreman, Water Valley.
- W. E. Hoyt, Storekeeper, Water Valley.
- C. M. McELROY, Special Agent.
- W. F. ADAMS, Yard Master, Water Valley.
- B. A. Talbert, Agent, Winona.
- E. M. SHERWOOD, Agent, Grenada.
- M. L. HAYS, Agent, Water Valley.
- E. I. NEWTON, Conductor, Jackson District.
- W. E. WOODSON, Conductor, Jackson District.
- M. L. BATES, Conductor, Jackson District.
- W. J. ROYAL, Conductor, Water Valley District.
- E. W. WHITLOCK, Conductor, Jackson District.
- J. W. TARVER, Chief Clerk to Superintendent.

STATEMENTS read of fatal and serious personal injuries occurring on the different Divisions in March.

It is observed that the troops now guarding some of our bridges are not as careful as they should be. We will call on these Guards and request them to not sit on track, also not walk over the bridges which they are guarding, and call their attention to the fact that men guarding structures have been

killed in other part of the country, account of not exercising reasonable precaution in keeping off track and bridges.

Supervisors and Road Master requested to continue campaign with Section Foremen to the proper placing of their men, tools, etc., on motor and hand cars, and not running same at an excessive speed.

It is observed that there are a good many trespassers on trains at this time. Good many of the negro laborers that have been carried north by Labor Agents are beating their way back south on trains.

Attention called to recent injury to Conductor, caused by curtain over cab window of engine striking seed house on siding. Seed house at this and a number of other points too close to siding since size of locomotives has increased. Making campaign to have all of these houses moved back standard clearance.

First three months of 1917, 76 cases of personal injury on Mississippi Division, as compared with 113 same period last year. We feel that campaign we have been making on personal injuries has been effective and all concerned requested to bring about a further reduction.

BY COMMON SENSE, AVOID WASTE

In these thrilling times of high prices and food shortage, it is not amiss to suggest Common Sense as a leading factor to reduce wastage to a minimum. Care in seeing that matches, lighted or unlighted, are not dropped or thrown down, will avoid many fires as well of property in buildings as in meadows or grain fields.

Meadows and small grain growing near public highways or railroads is, especially of a dry season, a source of much waste. A few rows of corn between hay or small grain surface will avoid thousands of dollars of loss from human and animal food sources.

A strict compliance with the stock laws of the several states will largely reduce the destruction of horses, cattle and hogs by railroads, automobiles, and wire fences. It is much safer to cut growing grass along the highways and in the streets and alleys, and carry it to the barn, or to a safely enclosed feed lot, than to turn or even picket animals on or near the danger locations. The money damages recovered for destroyed small grain, grass, or animals, does not replace horse for service, or the bovine or swine for food.

These suggestions are pertinent to all times—but in this period of war stress, they are of prime importance. Due heed to them is not only prudence, but, still greater, it is patriotism.

Apply good old-fashioned Common Sense, and avoid waste or reduce it to the unavoidable minimum, and not only thousands of but millions of money, but, more important, incalculable SUBSTANCE necessary to the sustenance of both human and animal kind, will be conserved.—EnPassant. Toledo, Ill., May 12, 1917.



Division Passenger Agent R. J. Carmichael of Chicago, Ill., in the foreground; District Passenger Agent G. G. Truesdale of Pittsburg, Pa., in the rear, at the Passenger Agents' Meeting, Vicksburg, Miss. We hope the difference in size is not indicative of their ability to secure business.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Hot Weather Suggestions

THE great American humorist, Mark Twain, once said, "In July and August wash feet." This is excellent advice inasmuch as the proper care of the feet, and especially the application of cold water to them, has a tonic effect. There are also many other important injunctions that can later be given to make life more pleasant for the busy worker, especially during the hot months. The heated period of summer is the most trying one of the year, especially for those employed, who must remain at their duties day after day in spite of the long hot days. In order that these trying and unpleasant months may not be the means of disabling our employes the following suggestions are offered:

What To Avoid

Avoid alcohol in all its forms, i. e., wine, beer, whiskey and brandy. These should be especially avoided during the hot weather.

Avoid meat. All kinds of meat should be taken sparingly or not at all during the heated period, and meat or fish should not be taken more than once a day in the hot summer months. Those who do not eat any meat will be better off.

Avoid tea, coffee, sugars and all sweets.

Avoid overeating. It is unwise to overeat at any time, but particularly unwise to overeat during hot weather. Keep the digestive organs in the best possible condition. All the meals should be light, and especially for of-

fice workers. Light and frequent meals, with plenty of water between, are in the right line for all hot weather.

Avoid drinking too much ice water. This is particularly applicable if one is employed in a hot power house and engine house, or exposed to the hot rays of the sun.

Avoid the hot rays of the sun. If necessary to work in the hot sun some protection should be used over the head in the way of a sun helmet or vegetable leaves in the hat. These prevent the sun's rays from striking directly on the head. If possible arrange to do more work in the cooler part of the day.

Avoid taking extremely cold baths when the skin is covered with perspiration.

Temperature of the Water

If no warm water is available it is much better to first cool the body somewhat by applying cold water on the wrists and forearm. Also bathe the face and neck. Never plunge into a cold bath or cold water, as in swimming, without first cooling the body temperature.

Avoid as far as possible active exercise while in the hot rays of the sun, especially during the hottest part of the day—at noon. Take active exercise, but avoid this hottest part of the day. If working in the hot sun it is wise to step in the shade for a few moments from time to time.

Avoid constipation. When the fluids of the body are drained off by pro-

fuse perspiration, the contents of the lower bowel become less fluid and constipation develops. Avoid this by drinking quantities of water and fruit juices to overcome this condition.

What To Eat

First: Eat vegetables. Vegetables should be the principal part of the diet during the heated period of the summer. The green vegetables especially are beneficial during this period.

Second: Fruit juices and fruit salads are palatable as well as cooling. Lemonade, orange juice, grape fruit and all kinds of citrous fruits are to be taken freely. These should not be taken ice cold, however.

Third: Eat coarse food, whole wheat bread, bran muffins and cereals.

Fourth: Fish. All kinds of fish are excellent food in hot weather. The prophets of old urged upon their people: "These ye shall eat that are in the water; all that have fins and scales shall ye eat." (See Deut. 16:9-10.)

Beef and chicken soups with crackers or bread are important articles of diet.

Drink plenty of water. A hot dry mouth is indicative of a lack of fluids

in the body. Oatmeal or barley water are good drinks and are commonly used in the heated terms of the summer.

Never drink milk after eating fish or fruit salads. You would not think of pouring milk over the fish or salad; therefore, avoid mixing them in your stomach. Inharmonious combinations like this are accountable for many of the stomach disorders. If you wish milk or buttermilk take these at a different meal from your fish and salads.

What To Do in Hot Weather

Slow up your pace in the hot weather. Take things easier. Bathe often. Exercise freely, but early in the morning. Sleep nine hours a day. It is beneficial to get a little rest in the afternoon if practicable. Take a glass of buttermilk or milk on retiring. Avoid constipation. Drink plenty of water to make up for the fluid that is lost in perspiration. Oatmeal or barley water is an excellent drink. Protect the head by the use of an umbrella or wearing a helmet, such as is worn in the tropics. This is especially of advantage to those who are susceptible to the hot rays of the sun.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Water Valley, Miss., Sept. 25th, 1916.

Dear Doctor:

It fell to my lot to be a patient in the Illinois Central Hospital, Chicago, for two weeks, in July. I am taking this opportunity to thank you and your entire staff for the good treatment given me while there. You have furnished us with an institution that is equal and in many respects far superior to many hospitals in the country, where every employe can go and feel that he will receive the very best of care. It is a place where the poorest laborer gets the same attention as the highest official or any one else, and I can certainly consider the 50c assessment levied each month the best investment any employe can make.

Wishing the hospital much success, I remain,

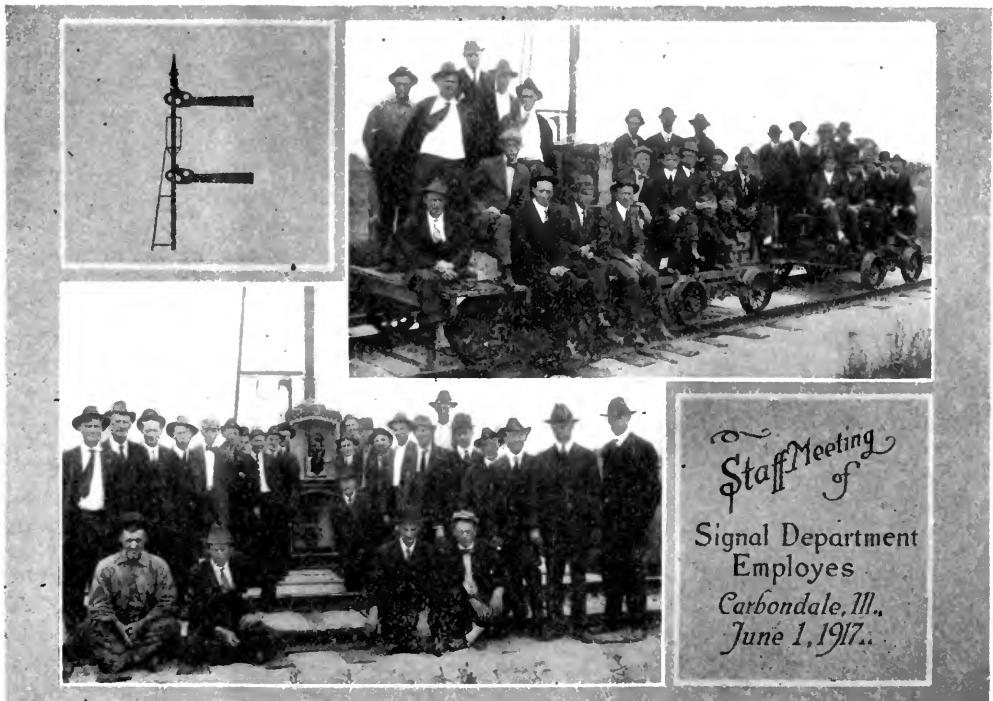
Your friend,
(Signed) Fred Pearson,
Engineer,
Mississippi Divison.

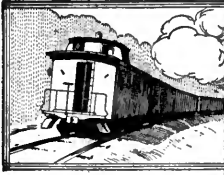
Monthly Staff Meeting of Signal Maintainers and Signal Foremen of the St. Louis Division

On June 1, 1917, the monthly signal department of the St. Louis Division staff meeting was held by making an inspection over Signal Maintainer H. R. Wasmer's section by the following officers and Signal Department employees:

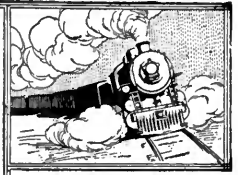
- W. Atwill, Supt.; P. E. Thornley, Maintainer.
- J. H. Butridge, Chief Signal Inspector; J. E. Coleman, Maintainer.
- P. W. Martin, Signal Inspector; J. Rader, Maintainer.
- P. G. Pendorf, Supr. Signals; A. Rader, Maintainer.
- W. Rieck, Material-man; C. E. Ferrell, Maintainer.
- F. W. Partridge, Signal Foreman; H. R. Wasmer, Maintainer.
- E. E. Goddard, Signalman; W. F. Turk, Maintainer.
- J. Shadwick, Signal Foreman; J. O. Brady, Maintainer.
- C. Kruger, Maintainer; F. Kennedy, Maintainer.
- C. Anderson, Repairman; S. Speck, Maintainer.
- J. O. Wells, Maintainer; P. E. Greene, Maintainer.
- J. Hultz, Maintainer; J. E. Bethel, Maintainer.
- C. F. Weld Supr. Signal, Springfield Div.; Wm. Krause, Buda Company.
- H. R. Wasmer's section was selected as the best maintained on this division.

The trip was made by using a No. 32 and No. 19 Buda motor car and push car coupled to No. 19 Buda car, and stops were made at most of the signal locations. The idea was to impress on each maintainer that each section on this division is expected to be maintained in the future in accordance with the standard set up by maintainer H. R. Wasmer.





TRANSPORTATION DEPARTMENT



United Effort

By T. L. Dubbs

THE successful operation of a Railroad today consists of not only moving the traffic promptly and in rotation, with due regard for the relative kind of commodity to be transported and at a rating of power and a speed both determined by tests as being the best adapted for the production of the most satisfactory results; but the conserving in many ways of net earnings so that they can be used for their rightful purposes instead of their being dissipated unnecessarily.

The money paid for Personal Injuries, Lost Freight, Damaged Freight, Live Stock killed and injured, Fire Claims, etc., amounts to 14% and avoidable damage to track and equipment to 10%, making a total of 24% of the net earnings of the railroads in the United States, the aggregate of the money so paid annually is one hundred millions of dollars.

We should, by a careful study of different features, prevent 75% of these claims and damages, which would result in an annual saving of seventy-five millions of dollars.

We have all been kept well informed concerning the cost to our railroad of the freight lost and damaged; we have been thoroughly drilled in the ways necessary to prevent such loss and damage; we have been made familiar with the results of failing to practice Safety First methods insofar as the safety of ourselves and others and property are concerned and that splendid results can be obtained by a campaign of good examples and hearty co-operation.

We know that live stock upon the right of way and station grounds constitutes an important claim factor, as well as a hazard involving the safety of persons and property.

Owners of stock, where stock laws exist, should be required to keep their stock off the railroad company's property, otherwise such steps should be taken by the proper employes to have this stock taken up and handled in accordance with the law by the designated county or city officer as the law provides. Where no stock law exists every effort should be made to have one passed at the first session of the state legislative bodies, and a vigorous campaign conducted with the owners of stock by the supervisors, section foremen, and if necessary, other division employes and officers interviewing such owners personally, and also endeavor to secure the co-operation of the influential people along the line of road for the purpose of interesting them upon the subject with a view of having stock controlled and laws passed restricting it from running at large.

In connection with the destruction and injury to live stock, due consideration should be given to the waste incident thereto, as no one realizes any return from this waste, on the other hand as stated above it constitutes not only a hazard, but an expense also.

Every effort should be made to remove whatever obstructs the view at highway crossings at grade. If this is not possible an effort should be made to change the location of the crossing

to a point where a clear view can be had of the track for a reasonable distance in both directions.

Care should be exercised in the inspection of trains at all points where an organization is maintained for that purpose, and an inspection should be made on line of road as frequently as circumstances will permit.

Particular attention should be directed to the condition of draft rigging, brake rigging and other equipment which is liable to cause derailments or serious damage if it should become detached and fall upon the track.

Every effort should be made to insure every car being loaded to its stenciled capacity, and if possible to carry the additional 10%, and under all circumstances should be loaded to their cubical capacity, and where the commodity is of such a light character that it is impossible to get a reasonable amount of weight into the ordinary car, cars of greater cubical capacity should be selected.

The matter of loading and unloading cars promptly should be kept constantly before the consignor and consignee. The free time clause should not be taken into consideration, but the cars should be loaded and unloaded upon the first day, the fact that this can be done with the greater percentage of cars used has been demonstrated to the satisfaction of all concerned upon the Pacific coast.

A campaign should be conducted against the plan of billing cars to different points for reconsignment, using them as warehouses until a satisfactory sale of the commodity which they contain can be consummated.

Railroads are burdened with a great deal of expense and loss in efficiency of equipment by reason of having to handle shipments consigned to shippers' order, necessitating cars being delayed waiting for bill of lading to be produced and then forced to additional expense switching cars to delivering tracks. This, in many instances, not only delays cars directly involved, but interferes with the proper and econom-

ic handling of other business at the station.

A special campaign should be conducted towards having all cars billed to their final destination direct. Divisions, districts and terminals should keep in close touch with each other so as to insure the distribution of power in such a manner that the loading will be moved district to district and division to division promptly; this at times may necessitate the running of light power.

A study should be made of the utilization of cars for loading in both directions to as great an extent as possible with a view of reducing empty car miles.

There are about 2,283,000 freight cars in the United States today. It has been demonstrated by increasing the load per car a small per cent, by loading and unloading cars promptly, and by moving them without delay, we can increase their efficiency $33\frac{1}{3}\%$, it will therefore be observed that by careful supervision and hearty co-operation we can add the equivalent to the car efficiency of equipment of 761,000 freight cars, or in other words, move the business we heretofore would require 3,044,000 freight cars with the 2,283,000 cars we now have.

In view of the fact that it is necessary for us to conserve not only the materials and the labor which we possess in order to divert them to other and more necessary purposes, it devolves upon us to take advantage of every short cut within our power, and in order to do this all concerned must eliminate the personal equation involved and view it from a standpoint of patriotism.

People not connected with the railroads and their successful operation should realize that every citizen of the country is in a large measure interested in their economic operation, as the cost of transportation is based on this fact, also the advantages they personally derive from having these facilities for their convenience.

There is no doubt, that if these matters are brought to the attention of those responsible or concerned, the patriotic spirit which is the dominating factor in the make-up of every true

American citizen will call forth that hearty co-operative effort for which our people are noted, and the results obtained will be gratifying beyond our expectation.

Illinois Central Railroad Company The Yazoo & Mississippi Valley Railroad Company Chicago, Memphis & Gulf Railroad Company

Chicago, June 15, 1917.

TO ALL EMPLOYEES:

So far as is consistent with their duty to the government, the public and the general body of employes, it will be the policy of the above named railroad companies to, upon their return, re-employ, in the same or equally as good positions, those leaving their employ to enter Military or Naval Service during the present war, provided the necessary physical examination is successfully passed and application for such re-employment made within sixty days after an honorable discharge from war service. In so far as is practicable, their seniority rights shall be protected, but the time absent will be deducted.

Those leaving the employ of these companies to engage in Military or Naval Service will, upon return to such employ, be given continuous service in so far as pension rights are concerned, with the exception that the time absent will be deducted from their service records.

No salary will be paid to any employe who may now be in or who may hereafter enter Military or Naval Service, and while recognizing the patriotic duty of their employes, and desiring to assist them in every consistent manner, the above must in no way be construed as binding upon these companies to keep open any position or give any employment at the termination of Military or Naval Service.

C. H. MARKHAM

President.

Appointments and Promotions

Effective July 1, 1917, at a meeting of the board of directors held in New York, June 27, 1917, Mr. W. D. Beymer was elected comptroller, vice Mr. M. P. Blauvelt, resigned to accept service with another company.

Effective June 1, 1917, Mr. Lewis H. Bond is appointed assistant engineer maintenance of way, with office at Chicago, vice Captain William G. Arn, who has accepted an appointment in the United States Army.

Effective June 16, 1917, Mr. G. B. Harper is appointed general development agent, headquarters Chicago, vice Mr. John C. Clair, resigned after many years of efficient service to engage in other business.

Effective June 20, 1917, the jurisdiction of

Mr. John J. Pelley, superintendent of the Memphis Division, is extended to include Memphis Terminal, vice Capt. John M. Walsh, terminal superintendent, who has accepted an appointment in the United States Army.

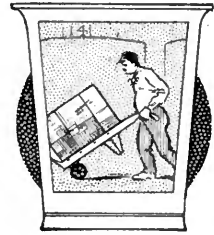
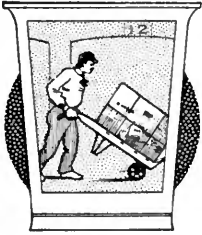
Effective June 16, 1917, Mr. Mark Fenton is appointed assistant general development agent, headquarters Memphis, vice Mr. G. B. Harper, promoted.

Effective June 1, 1917, Mr. E. H. Douglas is appointed traveling freight and passenger agent, 207 Crocker Building, San Francisco, Cal., vice Mr. W. R. Burns, resigned.

Effective July 1, 1917, Mr. W. Scott Matthews, is appointed dairy extension agent.

FREIGHT TRAFFIC

DEPARTMENT



The Direction of the Land Movement

By Mark Fenton, Assistant General Development Agent

STUDENTS of economics see an impending peril in the growing practice of farm occupancy by tenants. The statement is made that in some sections of the country, the rate of increase of tenant farmers over home owners is two to one, and in the middle western states, including Ohio, Illinois, Iowa, Nebraska and Kansas, tenants on farms are becoming more numerous than owners. In 1910 throughout the United States thirty-seven of every one hundred farms were operated by tenants as compared with twenty-eight of every one hundred in 1890, an increase of thirty-two per cent in twenty years. Nevertheless, there are many young northern farmers who would like to own and operate their farms, but who have not the necessary means to pay the high prices for lands that now exist in the north, so the pertinent question for consideration is—what can be done to give those who wish to follow the business of farming an opportunity to own the land they cultivate? Undoubtedly, this is the ambition entertained by every man and woman now engaged in farming.

Our older residents recall the time when farm land in the best agricultural sections in the Union could be bought for a very few dollars per acre. It is easy to understand how these pioneers in the business, although attended by hardships, could acquire ownership of the land they placed under cultivation

and due to its productiveness and great enhancement in value, now find themselves in fairly good circumstances, and in some instances, wealthy. It is decidedly a different problem our present generation of younger farmers confront. It is true that the farmer of today is better equipped with methods of operation, but it is only the favored few who are in a position to pay \$100.00 to \$200.00 per acre for the farm they would like to operate and own. Our foremost students are endeavoring to devise means of solving the problem, and with some measure of success. The vast army of farmers and others who aspire to become such, are casting about for a territory where their generally limited capital will permit purchase of the farm they desire to operate and where the soil, climatic and marketing conditions promise a fair measure of success.

The free lands of the United States and Canada are mostly gone. Such tracts as are left are valuable more on account of their scenic nature than otherwise. During the period our National Government was giving land away in the west and north-west, the trend of the land movement was in those directions. Little was known of the wonderful opportunities for farming and stock raising in that vast section south of the Ohio river. Today we find conditions exactly reversed. The direction of the land movement is no longer to the north

and northwest, but to the south. The best farmers in this country have started a great migration which will make use of the large areas of splendid agricultural land in the lower Mississippi Valley. There is only one section of the United States where large tracts of good cheap land are available—and that is in the South. The state of Mississippi alone has twenty million acres of unimproved land that can be bought for from five dollars per acre up, varying with location and improvements. Going farms, with all of the necessary improvements, including houses, barns, etc., can be bought for twenty dollars per acre up, varying with quality of improvements and distance to towns and the railroad. This vast area is situated between the 30th and 35th parallels of latitude, the latitude of the greatest variety of products and fruitfulness. Mississippi is a temperate zone state, bordering on the semi-tropics. Most of the state is from three hundred to five hundred feet above the sea level. There are a great variety of soils, adapted to the growing of a large number of crops. Here we find the desirable combination insuring the success of the farmer who is willing to apply himself, viz.: good soil, warmth and moisture. Good soil is readily found in most states, but warmth is not always dependable and in the northern states, the growing season is confined to five months at the best. The Mississippi winter is the seeding season, and something can be grown every month in the year. It is a territory in which the farmer does not have to spend in the winter what he has saved in the summer. Climate has a cash value. The number of growing days to a very great extent determines the success or failure in crop production, number of crops that can be grown, and to a considerable extent, the actual cash returns. Mississippi winters are short, with little or no snow, no severely cold weather, early springs and long summers, without extremes of heat. There are no heat prostrations in this territory. The rainfall is from 45 to 60 inches, generally well distributed. There is an abundance

of good drinking water, and conditions generally make for a healthy country. The mortality rate of the state is about thirteen per thousand. Looking at the long growing season from a financial standpoint it will be readily appreciated that the Mississippi farm with two hundred and fifty growing days per year has a great advantage over the Canadian farm with less than one hundred growing days. Houses and barns are far less expensive, so little protection from the cold being needed. The same applies to the fuel and clothing, and to a considerable extent, to heat producing feed for stock.

For many years, cotton has been Mississippi's greatest crop, its long staple being declared the best grown, selling at an advance over ordinary market quotations. Northern farmers have no trouble growing cotton in Mississippi. Any man who can raise wheat, corn or oats, can produce cotton. While cotton will doubtless remain one of the leading crops, the unexcelled opportunities for diversified farming, including stock raising and dairying, are fast being realized. It has been demonstrated that grasses and legumes can be grown in larger tonnage and with greater certainty in Mississippi than in any other state. Pastureage lasts practically the entire year. Hogs can be produced for from two and one-half to four cents per pound, and beef from four and one-half to six cents. Corn is being grown to good advantage. Little has been heard of Mississippi as a corn state, due to the fact that the acreage in this grain has been comparatively small. Climate conditions make it a corn country. Much encouragement has been given the Boys' Corn Clubs and these boys, as well as their elders, are very successful where proper methods are employed. One boy made a record yield of two hundred and twenty-seven bushels on one acre. A farmer in LeFlore county made a yield of one hundred twenty-one and one-half bushels per acre on a seventy-acre field. Heavy yields of oats are also made, the highest of which we have record being one hundred and thirty-five bushels. While little

attention has been given to the raising of Irish potatoes, as a matter of fact, Mississippi outranks the northern potato producing states in yield per acre, an average of ninety-one bushels per acre having been secured throughout the state. Had sweet potatoes been considered in the computation, this average would have been much higher. The state will grow successfully all the fruits and vegetables of the temperate zone and many of those of the semi-tropics. The climate reduces frost damage to the minimum and the abundant rainfall makes irrigation unnecessary. The state has attained a country-wide reputation in her truck crops, and great profits are being made. During the heavy shipping season, vegetables are taken out of some sections by the trainload to northern markets. Rapid progress is being made in dairying and the day is not far distant when Mississippi will rank as one of our greatest dairying states. It has

the essentials—good feed, abundance of water, and the climate.

The state has an efficient system of public education, which efficiency is being constantly increased. There are good graded high schools in all cities and larger towns, also in most of the smaller places. The University of Mississippi is located at Oxford and the Agricultural and Mechanical College, at Starkville. A state normal is also maintained, and in addition there are forty-five county agricultural high schools and the smaller public schools are fast being consolidated into community high schools.

Attention is invited to the Development Bureau of the Illinois Central Railroad Company, which will gladly aid anyone seeking a desirable location for farming, by placing the inquirer in communication with such sources of information as will enable him to make good farm selection for the money he has to invest.

The following letter is self explanatory

SUBJECT: Meritorious action on the part of Head Brakeman Roy Reese, and Fireman Woodward, engine 1592, train 53, May 4, 1917, St. Louis Division.
Chicago, Ill., June 5, 1917.

Mr. A. E. Clift,
General Superintendent.

Dear Sir:—

On May 4, 1917, as train 53, Conductor Hays, engine 1592, stopped at St. Clair Avenue Crossing, East St. Louis, Ill., at 1:00 P. M., Fireman Woodward and Brakeman Reese saw a negro approach Ft. D. D. M. & S. car 5586 in their train, on the east side, and break seal, enter car, and, with the help of another negro, pull out a trunk, and start away with it.

Engineer Eeck held train, while Fireman Woodward and Brakeman Reese pursued the negroes, and caused them to drop the trunk, but, unfortunately, not having fire arms, were unable to effect capture of the burglars.

Fireman Woodward and Brakeman Reese replaced the trunk back in the car, and, when same was checked at the freight house at East St. Louis, May 5th, it checked O. K.

This is so unusual that I think special mention should be made of same, and some letter of recommendation should be sent to these two loyal employes, by you, or division officials.

I have personally written them, thanking them for the service performed, and expressing my appreciation of same.

Yours truly,

Tim T. Keliher,
Chief Special Agent.



GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

HELD FOR MANSLAUGHTER

May 13, 1917, at 4:45 P. M., fast passenger train No. 202 on the Rock Island, running between fifty and sixty miles per hour on double track, struck a Studebaker automobile at Midlothian, a suburb of Chicago. The automobile was occupied by seven people, six of whom were killed. The only survivor was the owner and driver of the car, Guy A. Ferree, a real estate agent. Those who were killed were Jacob Livingston, age 50, and his wife, Mrs. Mary Livingston, age 45; Miss Esther Nowitz, age 19; Miss Josephine Tobin, age 30; Benjamin Hochstaadt, age 37, and Benjamin Lobel, age 33. An inquest was held on June 29th. The Coroner took the jury to the crossing where the catastrophe occurred and viewed the surroundings. The Coroner's jury returned a verdict to the effect that the owner and driver of the car, G. A. Ferree, was guilty of criminal carelessness amounting to manslaughter and bound him over to await the action of the Grand Jury. Ferree

testified at the inquest that the automobile was running at the rate of three or four miles an hour, and that he did not know what struck him until he woke up in the hospital and was told that his automobile was struck by a train. He testified that he did not see or hear the train. The evidence showed that there was nothing to prevent him from seeing or hearing the train if he had taken any precaution whatever for his own safety and the safety of those who had entrusted their lives to him.

DEATH OF FIREMAN REYBURN.

After having been told recently of the death of Fireman Reyburn, with whom he had settled on account of a serious injury, Claim Agent C. D. Cary, of the Illinois Division, wrote these few lines:

"I had not heard of the death of Fireman Reyburn. I shall never forget with what fortitude he bore the great affliction that struck him down so early in life. He was a noble, manly fellow;

his condition was more than pitiable, and at all times he was honorable and consistent. It is fortunate for him that he now is relieved of his suffering, but he was prepared for it and often told me that he did not believe that he would last over two years. I am sad to know that poor Reyburn is no more."

DOG SUIT ENDED

H. C. Douglas, a farmer who resides near Cordova, Ala., near the Frisco tracks, was the owner of a white bull dog, and on February 1, 1916, the dog strayed upon the tracks, and was run over and killed by an unknown train. The Frisco section foreman claimed to have passed the point of accident before north bound Illinois Central train passed the point of accident, and no dog was to be seen, but soon after this train had passed the dead dog was found upon the tracks, and it was then concluded that the dog was run over and killed by the Illinois Central train. After several days it occurred to the owner of the dog that a recovery could be had from the Frisco and the Illinois Central railroads, jointly, and a suit was instituted against both railroads in the Justice of Peace Court. A verdict was recovered for \$25.00 against both railroads, because no defense was offered, but the case was appealed to the Circuit Court of Walker County, and on April 2, 1917, the case was submitted to Judge Curtis without a jury, and after hearing testimony introduced by plaintiff and defendant, the court readily rendered a verdict in favor of the Illinois Central as well as the Frisco Railroad, for the reason that he was not fully convinced whether the dog was negligently killed or committed suicide.

DAMAGE CAUSED BY A ROAMING COW

On the night of February 19, 1916, several section men took a motor car at Phillip, Miss., without first securing the proper authority and made a pleasure trip to Effie on the Charleston branch. When returning about midnight the car struck a cow which was lying in the

middle of the track at the end of a trestle. One of the men on the car was killed and several others were seriously injured. The cow was also killed.

Notwithstanding the fact that the men were operating the car without authority and were not on duty or on company business and the further fact that the cow was trespassing on the track, the owner of the animal placed a claim in the hands of an attorney and suit was brought. The trial resulted in a verdict for the railroad. The owner and his attorney, as is frequently the case, could not be convinced that an animal could be killed on the right of way and the railroad not be compelled to pay for it, so they took an appeal to the Mississippi supreme court, which recently affirmed the judgment for the railroad.

After the expenditure of considerable time and money this claimant now knows that recovery can not always be had against the railroad where stock is killed on the right of way. Had the owner taken care of the animal and not permitted it to stray at large, trespass on the property of others, a human life would have been saved and the owner of the animal would still have his cow and the money expended in his lawsuit.

One of the striking things about this matter is that it never occurred to the owner of this cow that he was in any way responsible for this unfortunate occurrence. Doubtless he did not realize at the time and perhaps does not yet that he was largely responsible for the death of the man who was killed in the collision with the cow.

In the early days when railroads were practically unknown and there was very little land in cultivation and the country almost wholly undeveloped; in other words, when the country was in the frontier state, it was customary to permit stock to roam at large, but this practice has long since been abandoned except in Mississippi and parts of Louisiana.

NOTHING FOR THE WHISKEY
ANTON STATKEVICE is the name

of a saloonist in the village of West City, which is attached to the west side of the pretty little city of Benton, Illinois. Once upon a time, in a court of justice, Statkevics swore that his real name was one "Smith," but in the trial of the case here briefly reviewed he vigorously denied that Smith was ever his cognomen. This is sufficient for purposes of identification. At any rate, he was at the Illinois Central freight station the afternoon of October 10, 1916, with a two horse outfit to get a barrel of whiskey. After loading the barrel into the wagon he left the team unhitched and disappeared in the freight house. While thus gone something happened to cause the animals to start away in a walk. Realizing that no one was on the wagon in control they moved faster and faster, and eventually were in full flight. The said barrel of liquor rolled out, and striking the pavement with some force, was lost. The Railroad Company was sued for the value of the whiskey. In the Justice Court the plaintiff testified that he was inside of the freight house and did not see what occurred. From a judgment against the company the case was taken to the circuit court where it was recently tried. There, Statkevics testified that while he was in the freight house all right, he, nevertheless, had a clear view through an open door, and he further testified that the sudden "popping off" of steam from a locomotive nearby, frightened the animals, and thus caused them to run away. It was abundantly shown upon the part of the railroad that the engine was some distance away and the train was motionless. There was an absence of neglect, and upon this showing the jury's verdict was in favor of the Railroad Company.

TRIED TO KNOCK LOCOMOTIVE OFF THE TRACK

ADAM RANKELL against the I. C. R. R. was the style of a suit recently tried in the circuit court of Franklin county, Illinois at Benton. The facts briefly stated, were, that this man and Police Chief Wm. H. McEndree, occupying a Ford machine, moving south on South Main street between twelve and one

o'clock, midnight, October 30, 1916, struck switch engine 824, which was backing toward the east, about the back driving wheel of the locomotive proper. It will be appreciated that the locomotive occupied the street and that the tank had passed the line of the automobile's direction as it approached the crossing. The automobile was slightly damaged and both occupants were very slightly injured. Both testified that they were moving from eight to ten miles per hour; that when about 25 feet from the track they realized for the first time that the locomotive was at the crossing; that their car was in good order; that brakes were promptly applied, and notwithstanding these facts the car *slid* perhaps 15 to 20 feet, striking the locomotive. Rankell was heard to say to persons coming up to the scene, "Hell, we tried to knock the engine off the tracks!" Of course he denied this statement in his damage suit for ONE thousand dollars! Upon the part of the defense the evidence was that the auto was moving from twice to three times as fast as was claimed by the plaintiff; that the engine was equipped with an oil headlight and two smaller lights at the advancing, or tank end; that the locomotive was moving 5 or 6 miles an hour and that the bell was ringing continuously. The jury concluded upon these facts that the railroad was *not guilty*. Mr. McEndree's suit for \$5,000 is still pending.

ASLEEP ON THE TRACK

Since the soldiers have been guarding the railway bridges during the last few months, four have been killed and four have been seriously injured on the Illinois Central System on account of falling asleep on the track. Watching bridges in a peaceful country is a very tedious and uninteresting job. In addition to that, it has been proved from a scientific standpoint that the hum of the rails is almost as deadly as chloroform to those who sit down on the track or near the track. Dr. B. F. Ward, an eminent physician and surgeon of Winona, Miss., wrote a very interesting article on this subject, which appeared in the Memphis

Commercial Appeal of June 15, 1917, and which we here reproduce as follows:

"Within the last few months there have been reports in the papers of several young soldiers having been rather mysteriously killed while on duty guarding bridges. These boys were, doubtless, all asleep on the track, a situation from which no one ever escapes unless there is fortunately, some one near enough to rescue them.

"Several years ago I read a paper before the Mississippi State Medical Association in which I stated the broad proposition to which I still adhere, that, in all the history of railroads, no human being asleep on a railroad track, in touch with rail or crosstie, was ever aroused by an approaching train. They are always killed if they are alone.

"The purpose of the paper I presented was to prove that anaesthesia, as profound as that of chloroform or ether, could be produced by mechanical vibration such as that communicated to the rail by the revolving car wheels.

"I had been studying the subject for several years and watching, with much interest, the reports of persons found dead on the track and involving the question whether they had been killed by the train or murdered and placed on the track to conceal the crime.

"I was fully satisfied that most of these were cases of anaesthesia by mechanical vibration, but had refrained from publishing my conclusions until I had an opportunity of verifying them by actual demonstration.

"The first positive illustration that came under my observation was that of a strong, healthy negro man who had been at work all day in a wood yard north of the town of Winona, and who was on his way to his home a little south of town about 9 o'clock at night. He had purchased a few articles in town, and, being fatigued and suffering some with his feet, he sat down on the end of a cross-tie, intending to rest only a few minutes. He awoke next morning about daylight and found himself lying on the ground parallel with

the track. He said he felt a little chilly, as it was early in May and the morning was quite cool, but was not conscious of any other unpleasant sensation. He wondered what he was doing there, and on attempting to rise discovered that there was something the matter with his left arm, but did not feel the slightest pain. His arm was lying across the rail and a train had passed over it, crushing the elbow and the bone, for two or three inches above the joint, to a pulp.

"There was no train in hearing and he did not know whether more than one train had passed over his arm during the night. He got up and walked to town, holding the dead arm in the other hand, showing not the slightest evidence of shock. He sat on a stool and conversed freely with me while I was making preparations to amputate his arm. I inquired if he had been drinking, and he replied, 'Doctor, I am one negro who never drank any whisky in my life,' and his fellow-laborers verified his statement. I asked if he had taken any medicine, and he said no, that he had no need for medicine, as he was in perfect health.

"He had been soothed to sleep and anaesthetized by the vibratory waves and, in falling, was fortunate in lying parallel with the track, only his arm being across the rail.

"Since that time I have gathered, from only a few railroads, more than 50 such cases, some of them from eye-witnesses, which of course is only a small fraction of the number of similar cases throughout the United States.

"My purpose in presenting the paper to the State Medical Association was to establish the fact that major operations could be performed under anaesthesia produced by mechanical vibration, without the shock and depressing effects of chloroform and ether.

"In fact, the patient would wake up as normal and fresh as if he had been in a natural sleep.

"Some of the bad results of serious operations are due in part to the satura-

tion of the system, for so long a time, with the poison of anaesthetics.

"The association received my contention with marked incredulity, because it was entirely new to the medical and surgical world, and doctors, as a rule, are disposed to be skeptical about anything that is claimed as a new truth unless they find it printed in a book. They seem to think that putting it in a book invests it with some color of 'authority.'

"Only one member of the association made any attempt to discuss the paper. My good friend, Dr. Crisler, of Memphis, took issue with me on a minor and unimportant suggestion, but did not attempt to analyze the principle of anaesthesia by vibration. I want to say this, however, that it was the only time I ever saw him confronted with any question before an association of medical men which he could not discuss intelligently and forcibly. I love Crisler because his cerebration and thought range extend beyond the mechanism of surgery and the established routine of medicine. In other words, he thinks instead of seeking to accumulate useful information by merely committing things to memory.

"The man makes a mistake who imagines he is educated because he has stuffed his brain cells with lumber cut, dried and dressed by some one else.

"It is claimed that there are several billion of these minute brain cells in every square inch of the brain surface, each one of which is susceptible of registering, retaining and exercising a single and separate thought.

"If this is true, there must be five or six times as many thought cells in a square inch of brain substance as there have been minutes marked on the dial plate of time since the Star of Bethlehem appeared to the shepherds of Judea.

"The *New York Medical Journal* wrote a long editorial review of my article and was inclined to agree with me, but said I should reduce it to practice instead of theorizing about it.

"I wrote the *Journal* that I had passed the theory station and had established, by actual demonstration, the

principle announced, but that I was only a country doctor, and had given this fact to the profession, hoping some one in a great medical center like New York, would take hold of it.

"I wrote to Mr. Edison to know if he could help me out with it. He expressed a very kindly interest in the matter and said if it could be made practicable it would establish a new era in surgery, but said it was out of his line and would require a new chain of experiments and also the addition of a surgeon to his staff, and demand more time than he could possibly give to it.

"I expressed to him, as well as I could, what I regarded as the basic principle in the production of anaesthesia by mechanical vibration. That the vibratory waves should be uniform and rhythmic, of the greatest possible delicacy to begin with, increasing, with unbroken rhythm, in intensity till profound anaesthesia was produced. For instance, if the train was 25 miles away and maintained the same speed for that distance, the vibratory wave would increase in force and intensity with every revolution of the wheels as the train approached a given point.

"My idea was that a circular rail could be attached to the under surface of a steel table, with a wheel, constructed after the pattern of a car wheel, to run on this rail, propelled by electricity, the intensity of the wave to be regulated by increasing rhythmically the velocity of the wheel.

"I simply give this rude sketch to convey the idea on which a perfect machine might be constructed.

"Of course, I am not pretending to discuss the merits or the practicability of anaesthesia by vibration in a communication like this, the immediate purpose of which is to prevent people being killed by sleeping on the track.

"Remember that the first effect of the vibration is to induce sleep, especially if it is night or the surroundings are very still and the person is alone. Do not sit or lie on the track if you are alone unless you want to commit suicide."

The Commercial Appeal commented editorially on Dr. Ward's article, as follows:

In another part of this paper we gladly print an article, "Asleep on the Track," prepared by Dr. B. F. Ward.

"The papers almost every day carry stories of young soldiers on railroad guard duty being struck by trains, run over and killed. Apparently many of these are asleep on the track.

"Dr. Ward gives a scientific reason for the young men going to sleep. The doctor's theory is novel and interesting, and, measured by the accumulation of incidents discussed, convincing.

"The young man on guard duty, lonesome, tired and drowsy, is inclined to sit down on the end of the tie and drops his feet into the ditch below. Or he may sit on the rail and with his feet inside. The spirit of sleep seizes him and whether it is the result of vibration or just general drowsiness, he is sleepy, and trouble follows.

"Let the young man on guard duty who is inclined to rest lean against a post or throw his arm around a paling in the fence. In this way he will rest and will not fall asleep. But if he sits down and drops his head over his breast, he is almost sure to take a little journey into the Land of Nod."

Good Showing in Fuel Conservation

Fulton, Ky., June 9, 1917.

Editor Illinois Central Magazine:—

The employes on the Tennessee Division are deeply interested in saving in fuel consumption. Through efforts of division officers a pleasant rivalry has been stimulated between firemen.

Fireman J. W. Anderton kept a record of his performance and below is quoted letter he addressed to Traveling Engineer T. J. Hunt, on May 4:

"I have made a test on fuel economy. The co-operation of the Engineer and Fireman amounts to quite a great deal in fuel economy. I fire my engine without keeping the safety valves open very much. My experience is that it is best to keep coal cracked to the proper size and not putting too much on the scoop each time, so it can be handled properly. Keep coal damp to avoid dust and keep the deck clean, that no coal is wasted. The number of scoops I use at a fire depends entirely upon the conditions; firing to the sides to avoid smoke. Grates should only be shaken while the engine is drifting."

The report of fireman Anderton's performance is as follows:

Engine No.	Train No.	Cars.	Lbs. Coal.	Lbs. per eng. mi.	Miles per ton.
1149	10	11	6,720	57.5	34.8
1149	9	11	7,882	67.3	29.7
1061	6	8-4-6	9,128	65.2	30.7
1061	23-203	7-4	7,336	63.2	31.6
1061	24-204	4-6	5,852	50.5	39.6
1061	5	9-6	7,569	65.8	30.7

Engine 1149 is superheater and engine 1061 a saturated engine. Runs were made between Cairo, Ill., and Jackson, Tenn., a distance of 116 miles. A No. 3 scoop, estimated to carry 14 pounds per scoopful, was used in these tests.

The showing made in the above report is an excellent one and indicates conclusively the interest Mr. Anderton is displaying in fuel economy.

I suggest that the performance be published in the magazine, as well as Fireman Anderton's letter.

J. M. Egan,
Superintendent.



Final Maps and Profiles

By S. M. Sherman, Jr., Chief Draftsman

IN accordance with specifications for maps and profiles as prescribed by the Interstate Commerce Commission for all of the railroads throughout the country, the Valuation Department of the Illinois Central Railroad Company has organized a separate drafting force, now engaged in preparing new maps and profiles. For convenience the entire system has been divided into some 240 valuation sections, ranging in length from a fraction of a mile to 129 miles.

For the past two years the government has had several field parties making a chain survey and inventory of all physical property belonging to the railroad, the various parties being divided into Roadway & Track, Bridge & Building, Right of Way, Telephone & Telegraph, and Signals & Interlockers. The duties of the various parties are to make complete inventory of all items coming within their respective fields. Each one is accompanied by a pilot, acting for the railroad, whose duty it is to accompany the party in the field and aid the government in searching out hidden and obscure quantities, as his knowledge of the records of the company is of aid in locating such things as drain tile, trestles that have been filled and replaced by pipe culverts, ballast covered over in raising fills, wells and sumps that have been abandoned, etc., which items, in a great many instances, would be overlooked by the field party.

The government parties take a carbon copy of their field notes and this copy is furnished the railroad, the original being retained by the government.

As the field parties do not run out the alignment of either main or side tracks, but simply locate the point of beginning and show the lengths, it is necessary to rely on existing maps to show the location of these tracks. It is necessary to adjust the existing maps to the chaining of the government parties as taken by them in the field.

The maps as prescribed consist of:

1. Right of Way & Track Maps.
2. Station Maps.
 - (a) Maps showing all lands separately from improvements, when this is necessary for clearness.
 - (b) Maps showing tracks and structures and external land boundaries.
3. Profiles.

All maps are of uniform size, 24 in. x 56 in., and profiles 12 in. x 56 in.

The right of way and track maps show all details as to lands, tracks, bridges, buildings and other physical property of the railroad. At the points where the scale of the right of way and track map is not sufficiently large enough to show all details, such as at the larger towns and terminals, a station map—tracks and structures, is made. In case the lands belonging to the company are so extensive and complicated that it is not possible to show them on the same map with tracks and structures, it is necessary to make a supplemental station map—lands, which shows in detail dimensions on all separate parcels of land conveyed to the railroad. The profiles are made in continuous rolls of 24

miles each, showing the present grade line and the original surface of the ground along the center line of the track.

The existing maps were drawn on various scales, some on 1,000 ft. to the inch and others 500, 400, 300, 200 and 100 ft. to the inch. All new right of way and track maps are being drawn to a scale of either 400 ft. to the inch or 300 ft. to the inch, and it is necessary to replat a great deal of the mileage as the existing maps cannot be traced. The alignment on some of the existing maps was found so incomplete that it was impossible to replat them, it being necessary to send a party into the field to run out the alignment. The new maps are drawn, using the existing adjusted maps as to alignment, lands, section lines and drainage, and platting thereon the tracks, buildings and all physical property belonging to the railroad as taken from the notes of the government field parties.

At the larger towns and terminals where a station map is required in order to show all details, the right of way and track map shows only the more important features, such as tracks, depots and bridges, the smaller buildings and other details being omitted to be shown on station map only.

In compiling the station maps a request is made upon each division for tracings of its existing station maps. These maps are adjusted to the government chaining in the same manner as the right of way and track maps. The station maps are drawn to a scale of 100 ft. to the inch. On this scale it is possible to show clearly the smaller details, such as water, steam and air lines, sign posts, tool houses, sidewalks, planking at street crossings, etc. The subdivisions of lots and blocks in the towns on the existing maps were found so incomplete that it was deemed advisable to send men to the county seats of all counties through which the railroad runs to secure correct and up-to-date plats of

the subdivisions shown on the recorded plats and also the latest corporate limits of all towns and cities.

Tracks of the foreign roads are shown by lighter lines than the company tracks. The name and termini are always shown, and where the lines cross, it is indicated as to whether the crossing is at grade, over grade or under grade. Joint ownership of tracks with other roads is shown by a note. If the company has an interest in a track it is shown by a line of the same weight as the tracks owned exclusively by the company. The files have to be consulted to see when a settlement has been made with the foreign line as to ownership of tracks. Most of the property belonging to the railroad is fenced. Conventional signs have been adopted for various kinds of fences and also for boundaries of property. Where these coincide the right of way boundary line symbol is used and the description of the fence is shown below in a note stating upon which side the fence is located and the type and limits of each kind of fence.

On the first sheet of the right of way and track map for each valuation section is shown an index map for that section. The relative position of each sheet of the right of way and track map is shown with a sketch of the main track, mile posts joining valuation sections, county lines, sheet numbers, names of stations and north point. By referring to the index map the sheet at any mile or station is readily ascertained.

The titles printed by hand press in the lower right hand corner, show the class of map, corporate name of the railway, name of the operating company, limiting towns, beginning and ending survey stations, scale, date as of inventory and office from which issued.

All tracks other than the main track have been given consecutive numbers running throughout each valuation section, and the lengths of tracks shown on the map. In this connection a track mileage statement is prepared in

tabulated form similar to the list of tracks as shown in the annual report.

The profiles, like the maps, are based upon the government chaining. In compiling them the original natural surface of the ground along the center line of the track is shown in vertical projection on the upper half of the profile, with the latest revised grade line, rates of grade, pulses and elevation to the breaks in grade. It is necessary to investigate the files to ascertain when the grade revisions have been made, as this data is not given in a great many cases in the old profile record. The datum of each existing profile is found to vary widely and this has been reduced in all cases to sea level datum. This information has been furnished by the division engineering force by tying in some definite point on the track with a convenient bench mark as established by the government's Coast and Geodetic survey. On the vertical projection of the profile all bridges and culverts with pulses and descriptions are shown with penetration of piling and depth of foundations and the number of steel and masonry plans, mile posts, conventional signs for public and private road crossings. On the lower portion of the profile is shown the stationing every thousand feet and a plan showing main line with its alignment, other tracks, bridges, culverts, road crossings and the more important buildings. The plan shows enough information that the same may readily be identified with the maps and a comparison between any desired point readily obtained.

Blue prints of the new maps are sent to the Land Department. A land schedule for each valuation section is prepared in the Land office. This schedule shows title by deed, lease, ordinance, agreement or condemnation as the case may be, with a complete record of title. Areas are placed only on blue print copies furnished the Interstate Commerce Commission's Land Attorney. From these schedules each conveyance is given a parcel

number, the numbers on the blue prints running consecutively throughout each sheet of the right of way and track map. These parceled blue prints are then returned to the drafting room and parcel numbers inked on the original maps.

The land schedule, in brief including number of the parcel, grantor, grantee, instrument, date, record, custodian's number and column for remarks, is typed on a separate sheet and then reproduced on the maps. Under the column for remarks is shown non-carrier land, i. e., land not used for railroad purposes. This non-carrier land is reported by the Land Appraiser of the Commission and subsequently reported on, as a further check, by the railroad division officials as to correctness. An interesting question comes up in connection with reservoir property. The actual ground covered by water in a reservoir is no doubt used for railroad purposes. Part of the land owned by the railroad surrounding the reservoir acts as a basin and supplies the reservoir. The part that drains into the reservoir and owned by the railroad might be called carrier land and the remaining part non-carrier land.

The date of inventory as set by the Interstate Commerce Commission was July 1st, 1915. As the parties started their surveys in the Fall of 1914 and to date are still engaged on the survey work, the additions to and retirements of property had to be taken account of. In case the survey party went over the line prior to July 1st, 1915, the additions and betterments to property between the date inventory was made and July 1st, 1915, are added to the maps and profiles, and the property retired or removed is taken off the maps and profiles. In case the survey party went over the line after July 1st, 1915 the additions and betterments to property, between that date and the date the inventory was made, are taken off the maps and profiles, and the property retired or removed is added to the maps and profiles. This data is

secured from records showing "Expenditures for Work Authorities." These records when complete have plat attached showing the location of additions to and retirements of property. The maps and profiles will be as of July 1st, 1915, but a record of all additions and deductions from them is being kept that they may be brought up to date at any time.

The right of way and track maps, station maps and profiles now drawn, all running from left to right on the same chaining, are checked with the field notes to see that no errors have been made and compared with each other to see that they agree in all particulars. Check is made to see that the outline of all station maps is shown on the corresponding right of way and track map, the corporate limits of all incorporated towns shown, match marks for the following sheet shown at the ends of all sheets so that they may be joined together, the number of all tracks shown in a small circle, with the lengths of tracks, connecting valuation sections, with the corporate and operating names of the connecting sections and termini of same.

The right of way and track maps are numbered consecutively from beginning to the end, the index number placed in the lower right hand corner in a one inch circle, the upper half showing the valuation section and the lower half the sheet number. The station maps are indexed like the right of way and track maps except that the letter "S" precedes the sheet number, and the profile index has the letter "P" preceding the sheet number. With this system of indexing the corresponding right of way and track maps, station maps and profiles are easily identified.

The maps are then ready for reproduction and the density of lines on the originals must be such that a good reproduction will be secured. A brief outline of the process is given herewith.

The maps are blue printed, but the prints are not washed as is ordinarily

done in making blue prints. A hot gelatin solution is spread in a thin coating over a large plate and allowed to cool. The sensitized side of the blue print is then brought in contact with the gelatin surface and a chemical action takes place which permits the gelatin surface to take up ink only where the lines were on the original drawing. An ink roller is then run over the gelatin surface and in case there are any superfluous ink spots they can be wiped off with a damp cloth. Any part of the drawing can be eliminated in the same way, which is one advantage of the reproduction process. Blank sheets are then laid on the inked surface and take the inked lines reproduced thereon. In hot weather it is necessary to have the room cooled in order that the gelatin remain solid. Some trouble was experienced the past summer in getting good reproductions as the gelatin became soft and the result was wavy lines on the reproductions. The profiles are not reproduced in rolls, but in sheets the same length as the right of way and track maps, each profile sheet corresponding with the same territory as shown on the maps, and indexed with the same number.

Certificates are reproduced on the first sheet of the right of way and track maps and profiles of each valuation section, which show the name of the railroad, number of sheet and series number, beginning and ending survey stations and the name of division and state. These certificates are signed by the Valuation Engineer as to correctness, approved by the Chief Engineer, and subscribed and sworn to before a notary public. All other sheets except the first sheet of the series have an identification showing the number of each sheet in the series of a given valuation section with the beginning and ending survey stations, and are signed by the Valuation Engineer only.

A set of reproductions on tracing cloth is then sent to the Interstate Commerce Commission. A set on

paper filed showing data as of July 1st, 1915, and a working copy of maps on tracing cloth is kept in the files. An additional reproduction of all station maps is made and furnished the division forces for their use, while a blue print copy of all certified maps is furnished the Land Attorney of the Interstate Commerce

Commission in handling land matters. Occasion is here taken to express the appreciation of the drafting department for the co-operation given by the division forces. A great deal of additional work on their part has been necessary, but it is hoped that in return the final maps and profiles will compensate them for their efforts.

Biography of Engine No. 1421

Chicago, June 4, 1917.

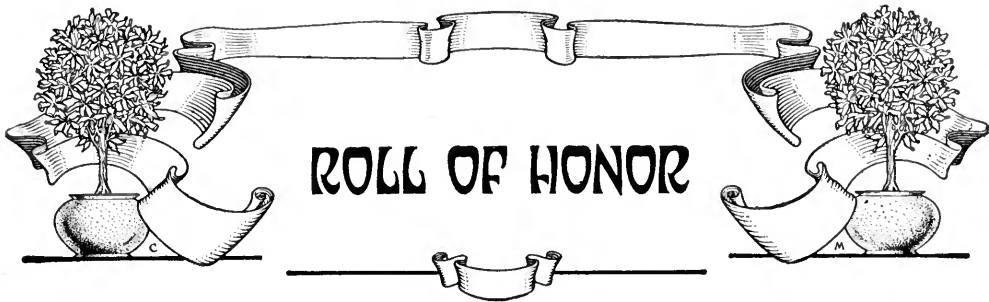
Mr. W. S. Williams:—

I give you below data which I think is quite interesting concerning engine 1421 in suburban service since 1891 and assigned to Engineer Peter Schlx during these 26 years. Since Mr. Schlx has taken a great deal of pride in keeping up the engine in his charge.

1891 built by I. C. R. R., Weldon shops, No. 279— later changed to No. 221 and in 1900 again changed to No. 1421.

	Amount.	Miles, Made.
From 1891 to 1894 engine.....		104,500
Jan., 1894, received general repairs.....	\$ 1,288.19	} 197,100
March, 1895, received light repairs.....	167.38	
Aug., 1895, received general repairs.....	790.09	
Feb., 1900, received general repairs.....	1,551.37	85,800
Nov., 1902, received thorough repairs.....	2,044.76	88,138
April, 1905, received general repairs.....	1,770.02	83,945
Oct., 1905, received light repairs.....	109.31	} 77,677
Dec., 1905, received light repairs.....	268.34	
Sept., 1907, received thorough repairs.....	2,076.78	
April, 1909, received light repairs.....	312.75	} 79,401
Oct., 1909, received light repairs.....	187.40	
April, 1910, received thorough repairs.....	2,248.10	
May, 1912, received thorough repairs.....	2,123.95	73,644
Sept., 1912, received light repairs.....	540.06	} 69,458
Nov., 1912, received light repairs.....	102.68	
July, 1914, received general repairs.....	3,225.42	
April, 1916, received light repairs.....	289.29	78,025
June, 1917, in Burnside shops for general repairs.....		
Total cost		\$19,095.89
Total miles		937,688
Yearly average expense		\$734.45
Yearly average, miles.....		36,065
Cost of repairs per mile.....		\$.02

D. E. Hilgartner.



ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
Theodore Shelton..	Engineman	Elizabethtown	34 yrs.	5-1-17
William M. Young	Warehouseman	Kensington	24 yrs.	7-1-17
Patrick W. Farmer	Crossing Flagman.....	Cherokee	27 yrs.	7-1-17
Charles E. Spinner	Stockkeeper	Paducah	22 yrs.	8-1-17
William Yeske.....	Laborer	Colfax	30 yrs.	7-1-17
Harry Y. Wilson....	Engineman (Y&MV)	Vicksburg	28 yrs.	5-1-17

count of stock killed, fires, or personal injury, under his jurisdiction during his service with the company.



HENRY BECKER.

HENRY BECKER

MR. HENRY BECKER was born February 12, 1862, at Kenner, La., and entered the service of the Illinois Central Railroad Company, January, 1876, as laborer. He was promoted to foreman 1883 and served in that capacity at various points on the Illinois Central and Yazoo & Mississippi Valley Railroad Companies. Returned to Kenner Section of the Illinois Central in 1902 where he remained until retired on a pension March 31, 1916. Mr. Becker avers that he never had a lawsuit ac-



F. S. RICHARDSON.

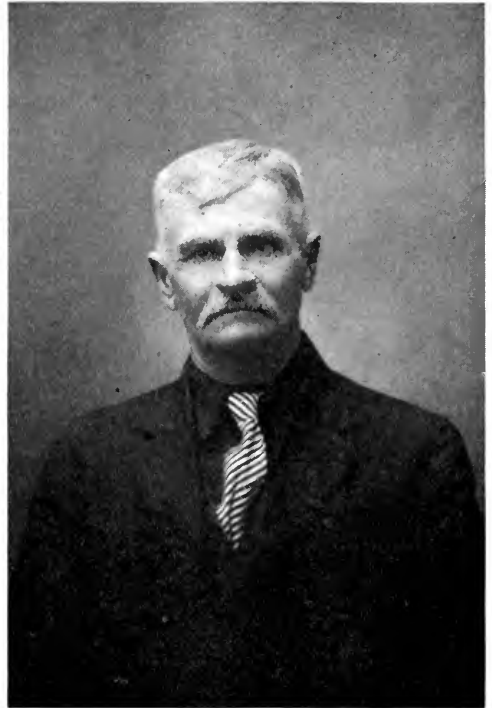
F. S. RICHARDSON

MR. F. S. RICHARDSON was born in Demopolis, Alabama, June 21, 1851. Entered the service of the Alabama Central Railroad as Baggage Master, September, 1869. Resigned this position 1872 to run freight train from Marion Junction to Greensboro, Alabama, on the Selma, Marion and Memphis Railroad. In 1876 went to work for the Illinois Central Railroad from New Orleans to Canton, Miss. July, 1880, worked on the Cairo District as Conductor where he remained for two months. Re-entered the employ of the Illinois Central Railroad Company, February, 1881, as Conductor, which position he held until retired on a pension April 30, 1917.

March 31st, 1917. His retirement was due to ill health, and Mr. Zears intends taking an extensive trip through the West for the benefit of his health.

JOHN ZEARS

MR. JOHN ZEARS, Section Foreman, at Sandoval, Illinois, was born at Effingham, Illinois, in 1856. He entered the service of the Illinois Central Railroad Company as Section Laborer at Forsyth, in 1880, and worked in this capacity until May, 1883, when he was promoted to Section Foreman, and placed in charge of Section No. A-22, Sandoval, Illinois, and held this position until he was retired on a pension,



JOHN ZEARS.

Acknowledgement of Effective Work in the Conservation of Fuel

Chicago, June 22, 1917.

Mr. A. V. Barton, Mr. P. Scullion, Firemen:—

We made a check recently of the amount of coal used in suburban engines handling 4-car and 2-car suburban trains between Randolph Street and 67th Street. The result showed on 4-car trains the minimum of 1,110 pounds and maximum of 1,245—average 1,162 pounds. Fireman Scullion made the round trip with 1,110 pounds. Fireman Barton 1,125 pounds.

On the two-car trains the minimum was 630 and maximum 945 pounds—average, 799. Fireman Barton used 630 pounds.

I want to congratulate you two gentlemen on the very satisfactory showing you made.

A. Bernard,
Trainmaster.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 30



JOHN C. DOOLAN,
District Attorney, Illinois Central Railroad Co., Louisville, Ky.

John C. Doolan, District Attorney, Illinois Central R. R. Co., Louisville, Ky.

MR. JOHN C. DOOLAN was born in Shelby County, Kentucky, on June 15, 1868; received his academic training in a private school conducted by his father; was graduated from the Law Department of the University of Virginia in June, 1890; located in Louisville, Ky., September 1, 1890, and was admitted to the Bar during the same month; became successively a member of the firms of Simrall, Bodley & Doolan, Simrall & Doolan, Pirtle, Trabue, Doolan & Cox, and Trabue, Doolan & Cox. On December 1, 1904, he was appointed one of the District Attorneys for Kentucky of the Illinois Central Railroad Company, and has ever since served it well in that capacity.

Mr. Doolan's first introduction to the Company came about when the firm of Simrall, Bodley & Doolan represented Lloyd & Hawes, Trustees of Chesapeake, Ohio & Southwestern Railroad Company's second mortgage in the suit brought to enforce the lien of that mortgage. As result of the decree rendered in that case the Illinois Central acquired control of the old Chesapeake, Ohio & Southwestern properties in 1896, and thus extended its lines to Louisville.

Mr. Doolan has achieved conspicuous success, not only as an adviser, but as a trial lawyer and man of affairs. He is a man of genial manners and has a rare gift of personality—something easier to recognize and appreciate than to describe.

History of Illinois Passenger Fares, 1906-1917

By A. P. Humburg, Commerce Attorney

"Whenever the interstate and intrastate transactions of carriers," said Mr. Justice Hughes, speaking for the Supreme Court of the United States in the Shreveport Case, 234 U. S. 351, "are so related that the government of the one involves the control of the other, it is Congress and not the State, that is entitled to prescribe the final and dominant rule, for otherwise Congress would be denied the exercise of its constitutional authority and the State, and not the Nation, would be supreme within the national field."

(a) *State legislation caused reductions in state and interstate fares. Subsequent advances in interstate fares without corresponding advances in state fares brought discrimination, which commission ordered removed.* When, in 1906, the Railroad and Warehouse Commission of Illinois, reduced by 20 per cent, the freight rates on classes 1 to 5, inclusive, and made other serious reductions in freight rates, it provided as a part of its order, effective July 1, 1906, that the passenger fares shall be upon a basis not exceeding 3 cents per mile. Effective July 1, 1907, the legislature of Illinois reduced passenger fares from 3 cents to 2 cents per mile. This statute, and those like it passed in Missouri and Iowa, caused similar reductions in the interstate fares between points in Illinois on the one hand and points in Missouri and Iowa on the other. The Chicago, Peoria & St. Louis Railroad Company, then in the hands of a receiver, petitioned for an injunction to restrain the enforcement of the Illinois 2-cent passenger fare statute and the United States District Court for the Southern District of Illinois held

that this statute was confiscatory and unconstitutional as applied to that road.—*Trust Co. of America, vs. C. P. & St. L. R. Co.*, 199 Fed. Rep. 593).

Similar proceedings were had with the same result as applied to the Wabash, Chester & Western Railroad Company.

In 1914, following the decision in *Five Per Cent Case*, 31 ICC 351, wherein the Interstate Commerce Commission said in substance that the 2-cent fares were too low, the Illinois carriers increased their interstate fares from a basis of 2 cents per mile to 2½ cents per mile, including their interstate fares between St. Louis and points in Illinois; but their intrastate fares wholly within Illinois were not advanced because they were held down to 2 cents per mile by the state statute. "We are confident," said the commission in the *Five Per Cent Case*, "that if these statutory fares are clearly shown to be unduly burdensome to the carriers, the people of these great states (including Illinois) will cheerfully acquiesce, as the people of New England have done, in reasonable increases and that the necessary legislative authority will be promptly given. The traveling public is giving expression to its demands for better service, better accommodations, and for the adoption by the carriers of all the devices that make for safety. A public that demands such a service cannot reasonably object to the payment of a reasonable compensation therefor." Accordingly, a bill was introduced at the 1915 session of the Illinois legislature for the purpose of increasing the basis from 2 cents to 2½ cents per mile, but that bill died in the committee's hands. A similar bill came to the 1917 session, proposing an advance to 2.4 cents per mile, and it died in the same way.

On June 4, 1915, the Business Men's League of St. Louis, filed a complaint against the Illinois carriers, alleging that their charging a 2½-cent basis interstate for the transportation of passengers between St. Louis and points in Illinois, as compared with a 2-cent basis wholly between points in Illinois, worked unjust discrimination against St. Louis and interstate commerce and undue preference of East St. Louis, Chicago, and other points, and of intrastate commerce. The carriers answered that said discrimination and preference are not caused by any wrongful act upon their part; that their interstate fares are reasonable; that the state fares are too low; and that if said alleged discrimination and preference are unlawful they should be removed, not by reducing reasonable interstate fares but by advancing the low state fares. The people of Keokuk, Iowa, intervened and contended that whatever shall be done for St. Louis should likewise be done for Keokuk, otherwise discrimination would result as between St. Louis and Keokuk. The state of Illinois and the people of the state, and the State Public Utilities Commission of Illinois, by the attorney general likewise intervened and contended that the power to regulate passenger fares in Illinois is vested in the legislature of Illinois, and that the 2-cent state fares imposed no burden on interstate commerce. Several days each in two separate sessions in September and November, 1915 were consumed in the hearing of much evidence submitted by complainants, interveners, and the carriers. Voluminous briefs were filed, and a day was devoted to the oral argument before the commission in Washington.

After the Business Men's League Case was tried and before its decision, the commission decided the *Western Passenger Fares Case*, 37 ICC 1, (December 7, 1915) wherein it held that 2.4 cents per mile was a reasonable basis for the transportation of passengers between certain points in Illinois (embracing about one-half of the state) and other states, and points in Iowa and Missouri. (St. Louis-Illinois fares were not embraced in this proceeding.) The 2½-cent fares were accordingly reduced to 2.4 cents per mile within said territory; the same basis was put in force between points in Illinois for interstate basing purposes, and these fares have been in effect since January 15, 1916.

Then followed the commission's decision in *Business Men's League of St. Louis, vs. A. T. & S. F. R. Co., et al.*, 41 ICC 13, 503, on July 12 and October 17, 1916, wherein it was found that fares constructed upon a basis not in excess of 2.4 cents per mile (bridge tolls excepted) between St. Louis and Keokuk on the one hand and points in Illinois on the other are not unreasonable; that the bridge tolls are not unreasonable; that the maintenance of a higher basis interstate between St. Louis and Keokuk and points of Illinois than the intrastate basis between points in Illinois, within the terms of its order of October 17, 1916, is the practicing of unjust discrimination against St. Louis and Keokuk and against interstate commerce, and of undue preference in favor of East St. Louis, Chicago, and other points in Illinois, and in favor of intrastate commerce; and the carriers were required to remove that discrimination and preference on or before January 15, 1917.

(b) *The carriers proceeded to obey and sought the protection of the United States District Court for the Northern District of Illinois, but Judge Landis held the Commission exceeded its power.* Obedient to the requirements of the Commission's order of October 17, 1916, tariffs were filed to become effective January 1, 1917, reducing to 2.4 cents per mile the interstate fares, and advancing to 2.4 cents per mile the intrastate fares, insofar as it was necessary to remove the discrimination and preference condemned by the Commission; and on October 20, 1916, before the effective date of said tariffs, the Illinois carriers filed their bills (29 in all) in the United States District Court at Chicago, setting forth what is required of them under the Commission's order, setting forth also the conflict between that order and the state statute, and asking that since they are required under the Supreme Court's decision in the *Shreveport Case*, 234 U. S. 323, to obey federal power, the State authorities be enjoined from enforcing against them the penalties of the state statute on account of the carriers obeying the order of the Interstate Commerce Commission by charging the advanced intrastate fares thereby required. Upon the conclusion of the hearing, Judge Landis held, on January 13, 1917, that the Commission intended to hold invalid the Illinois statute, that the Commission exceeded its power in making said order, and he dismissed the carriers' bills for want of equity. The carriers immediately prosecuted an appeal to the Supreme Court of the United States and applied to one of the Justices for a temporary restraining order against the State authorities, pending the final determination of the case in the Supreme Court; that application was denied; the carriers' application for the advancement of the cause was granted, and the appeal is to be heard upon its merits on October 2, 1917, that being the day assigned for its oral argument in the Supreme Court. Thus the carriers complied with the order as to *interstate* fares by putting them into effect on January 1, 1917; but they did not then commence the charging of their advanced *intrastate* fares.

(c) *Then the Federal Court at St. Louis, the tribunal appointed by law for the direct review of the Commission's order, commanded the carriers to obey said order.* Not to charge the advanced state fares was contrary to the Commission's order. The Commission's Chief Counsel therefore filed a bill against the carriers in the United States District Court at St. Louis, alleging that the order was duly made and regularly served and that the carriers were disobeying the same, and asking that they be enjoined from further disobedience. The carriers admitted the making of the order and its validity, but justified their non-compliance by the threats of the State authorities to prosecute them for exceeding the statutory fares, and they asked that the Attorney General and State's Attorney of Illinois, also the State Commissioners, be made parties to that case and be enjoined from further interfering with the carriers' obedience to the Commission's order. The carriers also submitted their tariffs showing

how they proposed to obey. The Commission's Counsel and the Counsel for St. Louis objected to the State authorities being made parties to the proceeding. The Court (Judges Hook and Dyer) held that the State authorities were not necessary parties to the St. Louis suit; therefore the court did not bring them into this case, but entered a decree requiring the carriers to obey the Commission's order within 30 days from May 1, 1917.

Preparatory to *charging* the advanced *intrastate* fares, the carriers asked the Interstate Commerce Commission for a rule on the State authorities to show the Commission wherein the tariffs filed by the carriers did not comply with the Commission's order or were otherwise unlawful. That application was denied. The carriers then served the Attorney General, State Commissioners, and State's Attorneys of Illinois each with a certified copy of the decree entered by the St. Louis Court on May 1, 1917 and the State authorities were advised that, commencing May 30, 1917, the advanced intrastate fares would be charged.

(d) *Before the carriers could obey the federal decree, the State Court in Chicago restrained them from rendering such obedience. Then spoke again the Federal Court at St. Louis, Judge Dyer in no uncertain terms announcing that his court is the controlling power over the enforcement of its decree and the Commission's order, and that the new fares must be put into operation in 5 days.* On May 28, 1917 a bill was filed in the Superior Court of Cook County by the Attorney General of Illinois in the name of the People of the State of Illinois against the Illinois carriers, and they were notified that next morning he would ask the Court to restrain them from charging in excess of the 2-cent statutory fare. The carriers filed their petition and bond for the removal of the case to the Federal Court. That petition was denied. The hearing proceeded under protest and at 11.00 P. M., preceding Decoration Day, the restraining order was granted.

Ticket Agents were advised that fares in excess of 2 cents should not be charged, awaiting the further order of the *Federal Court* at St. Louis. At the same time notice was served on the State authorities that on June 4, 1917 the carriers would appear before the Federal Court in St. Louis to present a statement of the occurrence in the State Court, presenting also the reasons for their non-compliance with the decree of Federal Court at St. Louis, and that they would ask the direction of that court as to the manner in which they shall comply with the Commission's order, without being required to reduce interstate fares, and would also ask that the State authorities be made parties to the St. Louis Case and be enjoined from further interfering with the carriers' obedience of the order of the Commission and the decree of the Federal Court. The Interstate Commerce Commission and the St. Louis Chamber of Commerce (formerly Business Men's League) also appeared and asked that the Illinois carriers be fined for contempt for not obeying the decree of the Federal Court. After full argument, District Judge David P. Dyer delivered the following oral opinion on June 7, 1917:

"THE COURT: "I have listened with a great deal of interest to all that has been said; it has been a very instructive discussion.

"I believe the government of the United States is supreme under the constitution in every State in this Union, and is supreme now in reference to regulating commerce between the several states, and wherever state enactments conflict with federal enactments with reference to interstate commerce, the state enactment must give way to the higher and superior authority of the government.

"The Interstate Commerce Commission, acting under the law, found a discrimination that it ordered removed. That order was not complied with, and, acting under the law, the Commission came to this Court for an order to en-

force the finding and order of the Interstate Commerce Commission. This Court entered its decree, and while other matters were presented at that time to the Court, such as the application to make the Illinois authorities a party to the proceeding, it was thought then by the court that the only question that it had to deal with was the question of enforcing the order of the Interstate Commerce Commission; so everything with reference to bringing in other parties was stricken out of the answer, and the sole question presented was upon the bill of the Interstate Commerce Commission, the Intervening Petition of the St. Louis Chamber of Commerce and the answers (with that portion in them stricken out).

"The Court entered a decree as plain and direct as one could be made. It required the carriers to put in force a tariff that would relieve this discrimination and allow a rate of not exceeding 2.4 cents per mile. Time was allowed in the decree for compliance therewith. Exceptions were taken to the action of the Court in striking out that portion of the answer that raised the question of bringing in the Illinois parties. An appeal was allowed defendants to the Supreme Court.

"The rate prescribed by the Interstate Commerce Commission is plainly superior in authority to that fixed by the State of Illinois. The Commission fixed this rate at not exceeding 2.4 cents. Some of these carriers say that they have complied with the decree and put in force that rate, and others say that they were ready to put it in force but have not done so because they are threatened with interference by the authorities of the State of Illinois.

"It is the duty of these carriers to put in force the rate that the Interstate Commerce Commission said that they might put in, and to not stop on account of any supposed interference with that command of this Court. If they had gone on and put in force the rate as the Court directed them, and someone had arrested their men, or the Attorney General, or anyone else, over in the State of Illinois had directed that their men be arrested, I would have had no trouble in citing these individuals to come down here and show why they should not be adjudged in contempt of this Court.

"But the carriers are not in that position. They have not complied with that decree and order. The excuse they offer here now is not sufficient. They must go and put their rates in force; then if anyone interferes with them in obeying the order of this Court, I will issue a rule against him.

"I will not now bring in the State of Illinois, the Attorney General, or any other of the Illinois authorities as parties to the cause. But let the carriers comply with the decree of this Court, and if they don't comply, I will then issue an order on them to show cause.

"The carriers have their rates all fixed. They must put them in force and do it within the next five days.

"I don't intend that the Wabash Road should be put in a position of disadvantage here on account of the other carriers failing to comply with this decree.

"Let the rates be put in force in that time, and let it be understood that there must be no interference with this Court's decree in putting in force what the Interstate Commerce Commission has ordered. Let that be understood, and let the Illinois authorities understand that this Court is of the opinion that it has jurisdiction over this matter and that it is the controlling power over the enforcement of this decree and should there be offered any obstruction to the enforcement of the order of the Commission it will then be time for further action here.

"That is the order of this Court. It is a proper exercise of authority, and the only thing that I am now deciding is that this decree made by Judge Hook and myself must be enforced and the rates put into operation in the next five

days, and if anyone undertakes to prevent the enforcement of that decree then this Court has jurisdiction to punish for such interference."

Thereupon the St. Louis Court made a further decree on June 8, 1917, ordering and directing the carriers to comply on or before June 12, 1917 with its decree of May 1, 1917; and then the *intrastate* fares, as so advanced in compliance with the order of the Interstate Commerce Commission, and the decree of the Federal Court at St. Louis, were put in effect on June 10, 1917.

(e) *A truce follows. The carriers are charging the advanced intrastate fares awaiting the decision of the Supreme Court.* Then upon the application of the Attorney General of Illinois the Superior Court of Cook County issued a rule on the carriers to show cause why they should not be punished for contempt of its decree. The rule was issued and the carriers answered, expressly protesting that the State Court has no jurisdiction over the subject matter, and showing in substance that what they have done was done in obedience to the order of the Interstate Commerce Commission and the decrees of the Federal Court at St. Louis, having exclusive jurisdiction over the subject matter; that they cannot obey the decree of the State Court because they must obey the decrees of the Federal Court at St. Louis. Thereupon an agreement was reached between the Attorney General and the carriers that pending the final determination by the United States Supreme Court of the validity and scope of the Commission's reports and order of October 17, 1916 in the Business Men's League of St. Louis Case, the carriers would deliver to each purchaser of an intrastate ticket for travel between points in Illinois, sold at a rate in excess of the present Illinois statutory maximum passenger fares, a coupon or certificate witnessing that the Company agrees to pay the purchaser of the ticket of date stamped on back, between points shown, the part of fare for said ticket in excess of the present Illinois statutory maximum charge therefor, if and when it is finally determined by the Supreme Court that the reports and order of the Commission under which said ticket was sold do not justify collection of such excess; and the state case was postponed to December 31, 1917.

(f) *Shreveport doctrine applied to the South Dakota Express Rate Case, which has some things in common with Illinois Passenger Fares Case.* The Lawyers' Committee in charge of the Illinois Passenger Fares Case filed, pursuant to leave granted by the Supreme Court, a brief as *amici curiae* on behalf of the Illinois carriers in the South Dakota Case. By its opinion of June 11, 1917, delivered by Mr. Justice Brandeis, the Supreme Court held in that case (*American Express Company v. South Dakota*), involving a conflict between interstate and intrastate express rates, that under the order of the Interstate Commerce Commission the carriers could comply with the same (a) by reducing the interstate rates to the South Dakota scale, or (b) by raising the South Dakota rates to the interstate scale, or (c) by reducing one and raising the other until equality is reached in an intermediate scale; that the Commission's report contains, among other things, a finding that the interstate rate which was prescribed by the Commission was not shown to be unreasonable; and the Supreme Court says that this finding gives implied authority to the Express Companies both to maintain their interstate rates and to raise to their level the intrastate rates involved, citing the *Shreveport Case*, 234 U. S. 342. "For, if the interstate rates are maintained, the discrimination can be removed only by raising the intrastate rates." The Court holds further that the existence of the power and authority of Congress to remove an existing discrimination against interstate commerce by directing a change of an intrastate rate prescribed by state authority *should not have been questioned by the State Court since the decision of the Supreme Court of the United States in the Shreveport Case.*

The Court holds further that the power of Congress is dominant only to the

extent that the exercise is found by it to be necessary to remove the existing discrimination against intrastate traffic; that provisions of the state statute cannot be held to apply to changes in intrastate rates over which the State Commission has no control; that proper conduct of business would suggest the giving of some notice (as was done by the Express Companies in the instant case); but that a valid order of the Commission is, when applicable, a legal justification for disregarding a conflicting regulation of the State law—because the federal authority is dominant; that in cases where dominant federal authority is exerted to affect intrastate rates, it is desirable that the orders of the Commission should be so definite as to the rates and territory to be affected as to preclude misapprehension; that if an order is believed to lack definiteness, an application should be made to the Commission for further specifications, but that this express rate order, although less explicit than desirable, is, when read in connection with the railroad map, not lacking in the requisite definiteness.

Opinion in Fifteen per Cent Case

On June 27, 1917 the Interstate Commerce Commission decided the *Fifteen Per Cent Case*, 45 ICC 1, in a 35-page report. We give here only the ultimate conclusions, omitting the Commission's reasons leading to these conclusions:

1. *General horizontal advance denied but coal advances sustained in part.*—“For these reasons, necessarily stated in somewhat general terms, we are led to the conclusion that no condition of emergency exists as to the western and southern carriers which would justify permitting a general increase in their rates to become effective. In the eastern district increased rates have recently been permitted to become effective generally on bituminous coal, coke, and iron ore. We think that similar increases may properly be permitted in the southern district on coal, coke, and iron ore, and in the western district on coal and coke. This will preserve rate relationships between the several districts. In the southern district the proposed increased rates on coal are on the basis of 15 per cent, with a maximum of 15 cents per ton. These tariffs we shall permit to become effective. In the western district the increases are based upon 15 per cent, with a minimum of 15 cents per ton. These tariffs will be suspended, but the western carriers may, if they so elect, file new tariffs carrying increases in rates on coal and coke not exceeding in any case 15 cents per ton. All of the tariffs included in this proceeding of the western lines will be suspended. All of the tariffs included in this proceeding of the southern carriers will be suspended, excepting those applying on coal, coke, and iron ore. . . .”

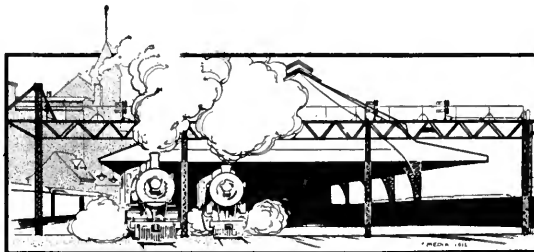
2. *Class rate advances for eastern carriers.* . . . “As has been indicated however, the conditions confronting the eastern carriers are substantially different from those confronting the southern and western carriers, and we are persuaded that they are entitled to increased revenue beyond and above that which they are securing and will secure from the increased rates on bituminous coal, coke, and iron ore. . . . It is not possible to estimate with confidence and accuracy the amount of additional revenue that will accrue from increased class rates, but from the best information at hand we conclude that the eastern carriers should be permitted to increase their class rates between New York and Chicago to the following scale, and to correspondingly increase their other class rates applying intraterritorially between points in Official Classification territory, observing the established relationships between ports and localities:

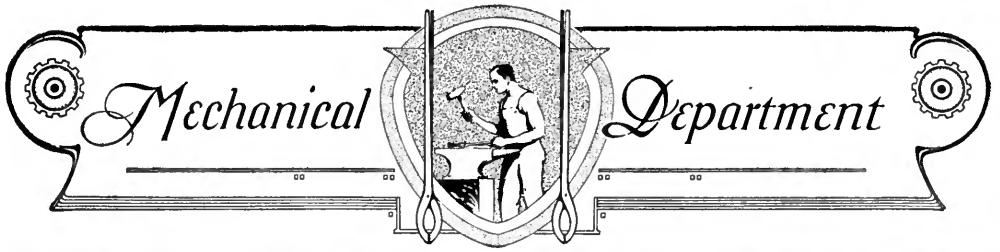
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90	79	60	42	36	30

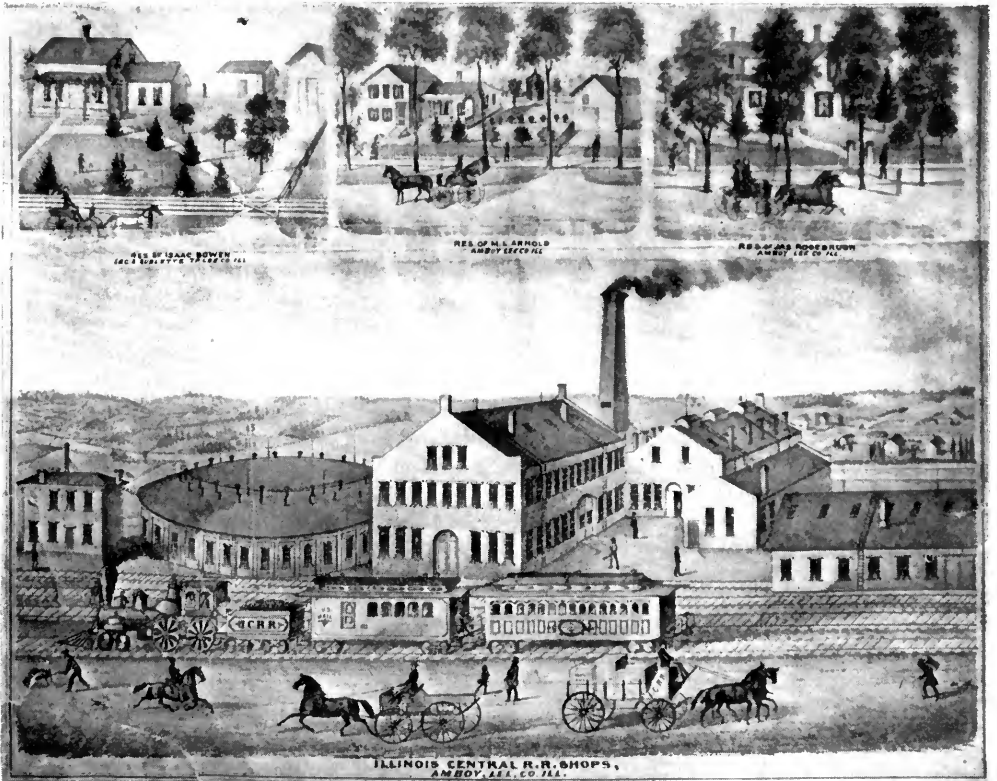
Such tariffs may be made effective upon not less than five days' notice, given in the usual way. . . .”

3. *Rates via rail and water routes may be advanced.*—"Special emphasis has been laid upon the unusually heavy increased expenses that have been laid upon the carriers by water, which, because of arrangements for through carriage with rail carriers, are subject, as to part or all of their rates, to our jurisdiction. Ordinarily rates via rail-and-water routes are maintained at a lower level than via all-rail routes. Largely increased costs of operation, the diversion of traffic to other channels because of war conditions, and the attendant increased marine insurance have laid upon such rail-and-water routes unusual burdens. We think that existing conditions justify the maintenance of rates via such routes on a level not higher than the all-rail rates between the same points. Carriers in the eastern, southern, and western districts, parties thereto, may, if they so elect, file and make effective, upon not less than five days' notice, tariffs increasing existing joint rates between rail-and-water carriers to a level not higher than the all-rail rates between the same points. . . ."

4. *Commission will observe operating results for future.*—"We shall, through the medium of the monthly reports of the carriers, keep in close touch with the operating results for the future, and if it shall develop that the fears which have prompted the carriers are realized or that their realization is imminent, we shall be ready to meet that situation by such modification or amplification of the conclusions and orders herein reached and entered as are shown to be justified. If it shall develop that what has been accorded herein is more than is appropriate or that the increased rates are no longer warranted, we shall depend upon the pledges of the carriers to respond promptly to an announcement by us of a conclusion to that effect. Inasmuch as a general percentage increase is so undesirable because of its serious effect upon commercial conditions and established relationships, it would seem to be appropriate for the carriers to cancel the tariffs which we suspend herein, and permission is hereby accorded them so to do. The record will be available for consideration in any further proceedings that may be necessary or appropriate in this connection in the future, and any substantially changed conditions which may develop can be promptly, adequately, and fairly dealt with. The foundation for any such action can doubtless best be laid in conferences between the Commission and representatives of the carriers and of the shippers. The existing public sentiment to which we have referred and the manner in which the proposals of the carriers have been presented and handled by them, indicate a feeling of mutual confidence, which at many times in the past has been regrettably absent."




Mechanical
Department



ILLINOIS CENTRAL R. R. SHOPS AT AMBOY, ILL.

Original Amboy Shops in 1871

THE building to the left of the round house was used as sand house, tank and pump house; to the left of that was the coal shed. The round house was a complete circle of 24 stalls, including the arch. To the right of the round house was the machine shop, which had the boiler and engine room in the rear, the upper story of

which was used as the wood work shop. The building adjoining the corner of the machine shop to the right was divided for use of blacksmith shop and boiler shop. The next building is still being used as a store house and office building, the building immediately to the right of that is still standing and was used for overhauling freight cars and coaches.

PASSENGER TRAFFIC DEPARTMENT

Little Talks with
the Rambler

Service Notes
of Interest.

Intensive Training

A circular letter from a metropolitan newspaper drifted in on my desk not long since by mistake, but the heading of a printed circular that accompanied it was so forceful that I was interested in reading more or less of the latter. Its caption was "Vacation Engineers," and its text started out as follows:

"There are a whole lot of engineers on the modern railroad and lake boat line nowadays, besides the one we see up ahead in the engine's cab or in the boiler room. For hauling freight and passengers is only part of the engineering in the big transportation system. When we buy our ticket we seldom realize that we are buying much more than the right to ride from Here to There."

This and much more led up to an application of the purpose of the accompanying letter; but these three opening sentences had to my ear a sort of traffic ring that made me think it worth while to call the Rambler's attention to them.

"Yes," said the latter musingly, as he passed the papers back, "there

truly are many kinds of engineers in our profession, although they go by various names, and I do not know why there cannot be a vacation engineer as well as a mechanical engineer. In fact, I think the definition of the word will be found to be broad enough to cover almost anything. Of course we in our profession are more apt to associate the term with the man sitting in the engine cab, with the boys out on the line with transit and level, with the man whose plans and specifications govern the construction of our machinery or with the one to whom we look for the development and maintenance of our block signal system. But let's see what it does mean in its broadest sense," and he went to the dictionary and after turning its pages until coming to the word engineer, read the first definition that he found for that word. "Just as I thought," he said, "listen to this," and he read as follows: "Engineer, to put through or manage skillfully or by contrivance and effort; as, to engineer a scheme."

"According to that we are all more

or less engineers, and I think it applies particularly to passenger traffic efforts. Take, for instance, the work of our Traveling Passenger Agents. They are constantly investigating, contriving and evolving skillful efforts to 'engineer' business. That's a good thought," he continued laughingly, "and as everything helps I believe I'll work it off on Slim the next chance I get." On asking who "Slim" was, never having heard the Rambler mention anyone with that cognomen, he laughed and said, "O, that's only a nick name I have given a protege of mine. You've seen him around the building, but probably do not recognize him by that name. In fact it doesn't apply to him particularly as far as his physique is concerned, although in a whimsical mood I fastened it on him in the way of contrast. I think, however, the real thought I had in mind was the slim progress that he's making in the new job to which he has been promoted, he having been made a Traveling Passenger Agent about six months ago. You remember I was telling you some time back about a boy who was crazy to ride railroad trains, and how much trouble we had to whip him into practical shape on account of his train-riding mania? That's Slim, now grown to be quite a young man, for it was some years back that we first put him into the service. You will recall, I think, that when telling you of his early days with us I said that we now consider him one of our rising young men. But he has had to work for each new phase of his development, and just at present he is having to feel his way rather slowly. Like the travels I sent him on at the time he learned to observe things with a broad mind, he is not yet fully conscious of the various faculties that he has to bring into play to achieve the objects of his present task. But he'll get there!" concluded the Rambler with emphasis, as I left him to return to my own office, "particularly as he possesses the redeeming grace of being aware that he does not

yet 'know it all' and is willing to be told."

A few days later I was introduced to "Slim" by the Rambler as we three met accidentally going down the elevator, and immediately became interested in the young man. So much so that I made it a point to cultivate his acquaintance, for I thought that anybody the Rambler thought it worth while to try to educate along professional lines must have that in his make-up which would make him eventually an interesting acquaintance. I was not disappointed in this thought, for among the early conversations I had with him, remembering the little talk with the Rambler on the subject, I was reminded to ask him if the latter had told him as yet that he as a Traveling Passenger Agent was an engineer. "Possibly," I added, "he has told you that you are a 'Traffic Engineer.'" "No," was the laughing reply, "he has not told me exactly that, but he has given me lots of good advice, and tried to help me in various ways which I appreciate. But," he added, in a rather amused and semi-confidential tone, "that Rambler has funny ways of getting at things some times, don't you think?" I smilingly nodded my acquiescence and asked him what particular thing he knew of that the Rambler had been doing recently to cause him to make that remark. "Well, I guess I'll tell you," was the somewhat thoughtful response, "if you'll not think I am gossiping about the Rambler. However, he is such a good friend of yours that I think you will understand, particularly as in the main it was a good joke on myself, I was so thick at seeing through it at the time. In fact, as the saying is, I had to have a 'diagram' made of it by the Rambler before I could understand what he was driving at. But this is the story.

"You know the Rambler has been awfully good to me ever since I have worked for the company. Not that he has shown me any favoritism or refrained from roundly scolding me at

times when I needed it. But he seems to have felt, and correctly I guess, that I am one who needs considerable training, and without his saying so, I have from time to time felt that he was aching to give me advice for my own good if I would only put myself in the way of his doing so. He seemed particularly solicitous as to how I was going to make it when I was given my job as a T. P. A. So he told me, after more or less explanation before I started out as to what I should and should not do in my new work, to be sure and consult him when I felt that I needed help or advice. I have taken pleasure in doing so from time to time, and it was on one such occasion that the Rambler caught me as though there was 'nobody home' in my brain chamber. You see," said Slim, as he settled back in his chair and smiled at the apparent recollection of what he was going to tell, "I had found, at a station on a foreign line of my territory, an agent whom I could not seem to make warm up to me in the slightest. He was coldly courteous only, volunteered nothing in the way of information or help, and if asked for introductions as a means of getting at certain citizens in his town, he was either evasive, too busy, or pretended not to know the party. I tried all the wiles that I knew of to gain his friendship without avail. I studied him as carefully as I knew how, but could not seem to penetrate the shell of reserve in which he seemed to be encased as far as I was concerned. But there was some important business in his town that I was exceedingly anxious to secure, to get a line on which it seemed rather necessary that I have some aid, suggestions or introductions from this agent. But there was 'nothing doing' from him. So, apparently at the end of my resources, I went to the Rambler for advice and possible aid.

"The Rambler said if he ever knew the man it was so long ago that he had forgotten him. Consequently he questioned me closely as to all I knew of him, what methods I had employed

to pierce his armour of reserve, and what conclusions I had reached as to his characteristics. Then he gave much time to questioning me as to the station itself. What helps did the agent have? Where was his ticket office located, and many other such inquiries, even going into the matter of whether there were any benches or other outside seats at the station. Some of the questions he asked seemed to me to have practically nothing to do with how best to get at my man, but I answered them all to the best of my ability and the Rambler then said that he would think the matter over and let me hear from him in a day or so. When therefore, I was in on the following Saturday he sent for me and gave me instructions to the following effect: 'This agent,' he said, 'I have learned is of long experience in the business, but has recently been transferred from another station at which he was located for many years. The change he considers was a bit of a let-down, although he receives the same pay as formerly. Just at present, however, he is a bit sore, as the saying is, with things in general. This may partially account for his failing to warm up, not only to you, but I have learned to others. In fact, even among his old acquaintances he is beginning to be called an old grouch. I don't know what I can do for you with him; I am afraid it is a matter of your own personality and tact, but I will go down there and look the situation over and possibly between us something to the good may come of it. But I want you to do exactly as I tell you in every particular, and above all things, when we are together there, ask me no questions in that agent's presence that touch either directly or indirectly on business pertaining to either his road or ours. Now listen attentively to what little I want you to do. Next Monday night you can make X—— City, which city, if you are not already familiar with the fact, is located on a branch of the grouch's road about twenty miles distant from his station.

There is a train goes over in the morning that reaches the latter about an hour before the arrival there of the main line Phantom Express. You go over Tuesday morning on that branch train and spend the hour before the arrival of the Phantom as best you may with that agent; renewing your efforts diplomatically, but with not too much evident desire to thaw him out. A bit of indifference rightly applied will not hurt him or your cause. If he shows signs of considering you a bore long before the hour is up, let him alone. Wander around the station in its vicinity as you please, but without keeping yourself wholly out of his sight for too long a time. In other words, don't let him forget that you are 'round about, although it is just as well if he gains the impression that you are not there solely to see him. If he seems to particularly dislike your company that morning, be sure and not be within speaking distance of him during those wanderings. When the Phantom comes in I will alight from it and you can be reasonably surprised to see me. From then on just drift with me, and let me do the talking. But above all things, do not attempt to rush me up to that agent to give me an introduction. Don't attempt to introduce me or get us together at all until I accidentally, if I do at all, knock off your hat. Then make it a casual introduction and do not act as though you expected me to pay any more attention to him than the civilities of an ordinary introduction would require. Don't be surprised, or make any move or comment, if I take you away from that station without practically talking to that agent or making any apparent effort to get you together.'

"I wondered somewhat at this peculiar line of talk from the Rambler, but agreeing to do what he said I went to X—— City Monday night and over to the agent's station the next morning, according to the program. As I anticipated, the agent gave me practically no opportunity to further cultivate his acquaintance, saying he

had a lot to do before the Phantom came down. Hence, as suggested by the Rambler, I drifted. While doing so I incidentally scraped up a fair acquaintance with the baggage man and general assistant about the station, who seemed to be as genial in disposition as his superior was grouchy.

"In due time the Phantom arrived and for a few minutes I began to be afraid the Rambler was going to disappoint me, for I did not see him among those that got off the train. He finally made his appearance, however, by jumping off the baggage car following a trunk on the end of which his own initials were painted. 'Was afraid that baggage man would forget to put my trunk off,' he said to me in the way of greeting, as he stood beside his property and awaited for the station baggage man to come up for it with his truck. It happened to be the only trunk put off at the station that morning, and when the baggage man got around to it the Rambler in a most genial manner said to him, 'Hello, my friend, just re-check this please to K. Station. The Phantom doesn't stop there you know, but I thought I'd rather come down on the through train and wait over here in good company like yours for the local that follows in a half-hour than to be pottering all the way through on that accommodation. You *are* good company, aren't you?' he said, with that rare smile of his that he sometimes wears, and that his friends say is the smile 'that won't come off.' At the same time he passed the man a cigar as he prepared, by taking a box of matches out of his pocket, to light up one himself. 'I may be good company,' retorted the baggage man with a good-natured grin, 'but I'm afraid I will be too busy to entertain you very much. Give me your check, please. Got a ticket? Why didn't you get it checked through?' he added, as on receiving the Rambler's claim check he detached the strap check from the trunk and was about to start off to make the re-checking. 'It would have gotten there on the same train that it will now

and have saved both you and myself some bother.'

"Say," remarked Slim, divergingly, "that Rambler should have been an actor. I mean a real one on the stage. You ought to have seen the innocent and surprised expression on his face as he replied to that mild rebuke at not having checked through.

"I never thought of that," he said. "But then, perhaps it is better this way after all, it might have gotten lost unless I saw it through; I kept pretty close watch on it in the baggage car coming down. Of course," he added quickly, "it's all right here with you, but one can never tell what will happen to a trunk en route; it might have gotten lost somehow." "Lost nothing!" exclaimed the baggage man, more amused than put out by the Rambler's air and manner, for he rather shrewdly guessed that the latter was not such a tenderfoot as he appeared. "Nothing is ever lost on this road," the man continued, as he started off to get new checks for the trunk, "and above all," he added, "you couldn't lose anything on this main line of it." "Hold on, hold on!" said the Rambler, putting a hand on his shoulder and lightly detaining him, "I am not so sure of that. It reminds me of the newspaper story that is going the rounds, of an impatient conductor who said to a man on the train who was searching his pockets, 'you couldn't have lost your ticket you know.' 'Couldn't, eh?' said the passenger. 'I lost a bass drum once.' "This brought forth a laugh which seemed to put the baggage man in a rather friendly mood toward the Rambler, so that when, on moving to start off again and being again detained by the Rambler, who at the same time slipped him a quarter, he made but slight demur on the Rambler's unexpected request that he move that trunk of his over into the shade, up against the side of the station, and near an outside open window of the ticket office. Of course, the baggage man remarked that it was an unnecessary procedure, as the trunk would be picked

up at practically the same place where it then stood. When, however, the Rambler jokingly told him that he had butter in it and that he was afraid it would melt out there in the sun, to say nothing of the fact that there was no seat outside of the station for him to sit down on, while with the trunk there in the shade, he could rest decently by sitting on its end, the man good naturedly gave in and placed the trunk in the spot pointed out by the Rambler, remarking as he did so, 'maybe you could lose a bass drum, but if you will now sit on this trunk you will probably not lose it.' 'Nothing slow about you, I guess,' was the response of the Rambler, as by a backward spring he perched himself on the end of the trunk. Puffing vigorously on his cigar for a moment, then taking it out of his mouth and looking at the lighted end to see if it was burning right, he hastily continued before the fellow had a chance to get away, 'your not being slow evidently proves that you're not working for a railroad that I read about the other day in, I think, Puck. The president of that road, you know, was telling the corporation lawyer that another farmer was suing on account of his cows, and on the lawyer asking him if the cows had been killed by their trains, the president said, 'No, he complains that our passengers are leaning out of the windows and milking his cows as the trains go by.' This caused the baggage man to evidently change his mind as to proceeding about his business for a moment or so longer, for he fished the cigar out of his pocket that the Rambler had given him and lit it, the Rambler passing over his box of matches for him to do so. In returning the matches with thanks, he accidentally fumbled the box, so that the Rambler, to recover them was obliged to make a quick motion, which so jarred his body that ashes from off the end of his cigar, which had been going good since his scrutiny of a moment before, fell into his lap. The baggage man made an apology for his awkwardness, to which the Rambler

cheerfully said, 'never mind,' as he began brushing the ashes off his clothes with his hand. Finding that he was making rather sorry work of it, he remarked that a broom brush might be better, but as it was he was reminded of a little jingle that he had recently read in either Puck or Judge, he didn't remember which, which ran:

The Porter, with his stubby broom,
I cannot slay and slaughter.
But, like a buccaneer of old,
I'll render him no quarter!

"I don't believe it!" said his hearer, as he leaned on his truck and slowly shook his head at the Rambler. "A man that would give a baggage man a quarter to move his trunk into a shady corner so that he could sit on it while waiting for a train, would not be at all likely to turn down a poor, hard-working Pullman porter in the little matter of a brush-off. But I've work to do and must be going!" "Well," dryly remarked the Rambler, "As we don't want the whole transportation department of your road tied up on account of your little loafing, perhaps we had better let you go. But, speaking of transportation tie-ups, I am reminded of what Judge said Aloysius McFee said, which was that he, McFee, proposed to his wife in a taxi. That either went over his head," said the Rambler to me, "or he didn't hear it (for the man was pushing his truck down the platform toward his baggage room.) 'Wait a minute, until I holler after him!' What for, I said, haven't you bothered him enough? 'Not,' continued the Rambler, as though he had not heard my interruption, 'that I necessarily needed a megaphone, for you know I used to be in public life, in which connection I had a reputation for a voice with what they called carrying power. Here, let me read you about it,' and hastily bringing out a memorandum book from his pocket, he proceeded to take therefrom two or three clippings. One, which was credited to the Birmingham Age Herald, he proceeded to read to me. Here it is, said Slim, taking that and other clippings

from an envelope in his pocket, the Rambler gave it to me afterwards". It read as follows:

"To look at me now, mum, you wouldn't think that I used to be in public life," said the tattered visitor. "Dear me!" exclaimed the sympathetic housewife. "Were you a member of Congress or something like that?" "No, mum, I was train announcer in one of the largest railroad stations in the country."

On my finishing the reading Slim went on with his narrative, saying that the Rambler kept rattling on with stories and talking to him about things that they saw going on about them. "He was," continued Slim, "apparently unconscious of a fact that I had noticed for some time. That was that the station agent had been leaning out of his window for quite a while listening to the talk. Beyond giving him a slight bow of recognition, I had paid no attention to him, remembering the Rambler's general instructions. But I did not understand why the Rambler did not seem to notice him, or to be even aware of his presence. However, I waited in vain to have my hat knocked off, even when I had become convinced that the Rambler knew of the agent's presence, but was purposely ignoring him. So we continued to talk between ourselves, Rambler sitting on the end of his trunk, swinging his legs and banging his heels against its side, while I leaned back against the station wall, the pair of us probably having to a casual observer all the appearance of being two bored individuals waiting for the train. 'That fellow over there,' he pointing across the track as he felt in his vest pocket for another cigar, 'pinching that freight car along on the siding, suggests a joke that one of the college papers recently incubated under the title of 'Twasn't Fair.' It went to the effect that the answer to the question as to what was the fastest time made by the junction train was: a train with three passengers made the trip in seventeen minutes and forty-two seconds, but it was

discovered later that the brakeman was pushing. That in turn reminds me,' he went on, 'of the Philadelphia Record's little joke about suburban trains, it saying that on being asked by a prospective purchaser if late trains were run to a certain suburban station, the real estate agent promptly answered, 'sure, all our trains are generally late.'

"This rapid fire of story and comment to both the baggage man and myself, had been kept up by the Rambler in a tone of voice which, while not boisterous, was of sufficient loudness to reach the agent's ears. This last I began to perceive sometime before the end, was exactly what was being aimed at. I also noted that it was apparently having its desired effect, for I observed with surprise on several occasions a smile or a quiet laugh from my hitherto grouchy acquaintance when he did not know I was looking. If the Rambler also noticed that the agent was interested, and that at times he even laughed a bit, he made no sign. On the contrary, he kept talking away, or making me talk, on subjects that he, by direct inquiry or by implication, controlled until he saw the baggage man coming back toward us with his trunk. On looking at our watches it was discovered that the half hour was nearly up and that he was evidently making for the trunk; at which the Rambler jumped down from his seat and with some kind of a jolly allowed him to wheel it away. After he had gotten out of ear shot, the Rambler turned suddenly onto the ticket agent, who was still in his window, and whom I have said was apparently not noticed before, and passed him one of the little newspaper clippings that he had taken out some time before and still held in his hand. 'Here,' he said, with a perfunctory bow such as one would give to the stranger of whom a passing inquiry was being made, although with one of his most engaging smiles, 'is something I think that baggage man would appreciate, and which I forgot to tell him about. Give it to him, will you please, sometime when he is not

busy.' Then, turning to me, he said: 'Come on, Slim, we'll go down to K. Station together.' As we walked down the platform I noticed the agent was reading the slip the Rambler had given him, and later, when the Rambler looked in his direction, he with a smile on his face waved his hand at him, holding the slip up and nodding as much as to say 'that is a good one.'

"What was on the slip, do you know?" I asked Slim. "Yes, I have another copy of it here," was the response, "for you can imagine I was so curious as to ask the Rambler about it and he later hunted up a duplicate." The item was from the London Sketch, was entitled 'One on Jock,' and read as follows: Irate Passenger (who sees his trunk on the platform as the train moved out): "Why didn't you put my luggage in, you blithering old ass?" Porter: "There's mair sense in yer trunk than there is in yer heid, mon. It's you that's in the wrang train!"

"Go on," I said, as I handed the clipping back to Slim, "what happened next? Doesn't seem as though you or the Rambler had either of you gotten along very far with that agent so far." "That's what I thought," said Slim, as he settled further back in his chair and laughed softly as if amused at the recollection. "I said as much when we got on the train, and rather reproachfully, I fear, suggested to the Rambler that he had not given me a chance to introduce him unless I had made some mistake in the program and had failed to recognize my cue." 'You did perfectly right,' was the prompt response. 'In fact, much better than I thought you would. Don't you see into the game yet? I didn't want an introduction to him; things were shaping themselves too much to my liking without it. What do you gather from what you have seen within the last half hour?' "I confessed to not being able to gather very much in the matter, whereat the Rambler laughed and said, 'O Slim, O Slim! Outside of specific things you have wanted that agent to do for you, what have you been trying

to do with him without success ever since you first met him?" "I thought hard before replying," continued Slim, "for I saw that the Rambler, notwithstanding his apparent surface levity, was really working out for me something that he at least hoped would bear fruit along the line of my desire. In fact, I thought long and earnestly, while the Rambler eyed me kindly, but thoughtfully until he, I reckon, thought I was not going to be able to answer his question; for at times while I was trying to think he gently crowded me by saying: 'Well?' "Finally it came on me in a flash what kind of a reply the Rambler probably wanted. So I said hopefully, I've been trying to find out the nature of the man. I suppose. What his likes and dislikes are, his weaknesses or his strong points, that I may understand better how to be acceptable to him and thereby benefit directly or indirectly myself and through me our road. 'Right,' beamed the Rambler, 'you're progressing, Slim. You'll get there—some time. Now, do you see where I have come in for you? But, no, I'll not tax your thinking powers further for the moment, as we will reach our station shortly, but here is the point. You tried in various ways to get at some one, or all the points you mention in regard to that man and failed. I, however, by taking a long chance in possibly a rather cheap way, have by my nonsense and overdone story-telling learned that he has a sense of humor. An attribute that he never gave you a look-in at. I purposely avoided trying to learn that by direct means, for had I attempted to draw him out by personal contact, such is his present mood that he would probably have drawn himself into his shell and given no intimation of what is underneath the surface with him. You say he is grouchy. Maybe he is at present, but it is not natural to him. It is something of recent acquirement, due possibly to some disappointment or some particular burden that he has on his mind that we know nothing of. But good nature is never far away from a

man who has a saving grace of humor; and he evidently has that grace, as evinced by his interest in my stories. Now, campaign in some way in your mind, as would an engineer in working out a problem in hydraulics, to get at subtly, but rationally, the humor-loving side of that man's nature. Don't try to crowd it down his throat, and don't be as brash about it as I was today. But get there with it somehow! It's one of *your* problems now, and the success of your working it out depends on your own individuality and acumen. You see, don't you?" he continued, 'why I did not want an introduction at this time. He's bright enough, and it would not have taken him long to put two and two together and surmise that I had come down on purpose to try and help you out with him. That, of course, would have been fatal. He has temporarily set his mind against you, but in the long run he will thaw out if you learn to handle him right. He is not a bad fellow at all, and is not a grouch by nature. You will, however, be the faster friends, if you ever get together at all, for you're having apparently won him over through your own personality. He'll remember me later, and the recollection will do you more good if it comes to him as an apparent incidental matter rather than in connection with an attempted butting-in.'

"Of course," concluded Slim, as he changed his position in his chair preparatory to leaving, "I saw the Rambler's reason for acting as he did, but it was a queer way to get at the matter, wasn't it?" "Oh, I don't know," I replied. "Maybe so. But what in the meantime have you been doing to further the Rambler's plan of campaign with that agent?" "I've not been back there since," was the reply, "but in the meantime I have been doing a lot of thinking. Just what I'll say when I get there I imagine will not be what I now think it will be. However, my thinking will probably get me nearer the right way than would have been the case but for the Rambler's little object lesson. By the way," he added, as

he took from his memorandum book a clipping and passed it to me, "that reminds me. When I do go I am to give that story to the agent with the Rambler's compliments and apologize for him, not for myself (the last the Rambler's specific instructions) for his, the Rambler's, not introducing himself that time he stopped over for half an hour; claiming as his excuse that he did not notice him until just as the train came, at the time when he handed him the baggage man's slip, and that he was afraid he would get left if he stopped to make his acquaintance." "Don't you think," I asked, "that the agent will look on that as a rather thin explanation and be offended that he was ignored?" "That's what the Rambler thinks he will be," was Slim's response. "In fact, he rather hopes he will be peeved; says it will do him good in the long run to know that everyone is not running after him as long as he is in the mood not to meet decent fellows, like myself, half way. He insists, does the Rambler, that at heart that fellow is all right. That he will see the matter from that point of view when his naturally good humor gets worked back into him."

The clipping that Slim was to give him was from the People's Home Journal, and read as follows:

"Little Mary had never seen her Aunt Anna, and was much delighted when a visit was promised by the aunt. When the day arrived that the aunt was due a telegram was delivered at Mary's home which read: 'Missed train. Will start at same time tomorrow.' Mary stood quietly by while her mother read the telegram, and then burst into tears. 'Why, darling,' cried

the mother, anxiously, 'what in the world is the matter?' 'Oh, mother,' replied the child between her sobs. 'I will never see my Aunt Anna after all.' 'Never see her!' exclaimed the mother in surprise. 'What do you mean, dear?' 'Why, mother,' explained the child, 'she says she will start the same time tomorrow, and if she does she will lose her train again, won't she?'

"What do you think is the Rambler's object in having that story come from him?" I asked. "Oh," was the quick response, "I've got that figured out to a hair. Partially as an introduction to his message that I am to give and partially to let the agent see that he understands the humorous phase of his character; but chiefly to touch up that agent's funny bone in association with me without its being me that does it." "By the way," I said, as I passed the story back to Slim, "where did you and the Rambler go after you boarded the local train?" "I kept on" was the reply, "some distance down the line to a place that I wanted to make, but the Rambler took an up train, that met ours at the K. Station, immediately back home." "Eh?" I said, "he carried that trunk back with him, did he? Wonder what on earth he started with it for on that kind of a trip." "That's just what I asked him," laughed Slim, as he rose to go, "and he replied, 'you told me there were no outside seats around that station, didn't you? How was I to get a seat under or near the agent's outside window if I didn't carry that trunk with me? And without such a seat how would he have heard what I had to say? By the way,' he also said, 'that baggage man really saved the situation, I expect. Wish I had given him a dollar.'"

Service Notes of Interest

Schedule changes will be made Sunday, July 15th, on the Illinois Central, which in rough outline will be as follows:

Train No. 10, the Seminole Limited north-bound, will leave Birmingham at 12:35 P. M. instead of 12:15 P. M. and arrive at Chicago at 8:15 A. M.

Between Fulton and Memphis, trains Nos. 109, 203, and 136 will be discontinued. New local train, No. 133, will be scheduled to run between Fulton and Memphis, leaving Fulton at 5:29 A. M.

The Chicago-Memphis sleeping car now handled on the Seminole Limited, south-

bound on trains Nos. 9-109, and northbound on trains 110-10, will be handled southbound on train No. 3; no change northbound. Train No. 1 will make regular stop at Rantoul, Ill.

Train No. 3, in addition to stopping at Covington and Dyersburg, Tenn., to discharge sleeping car passengers from points north of Ashley, will also stop at Covington and Dyersburg to discharge sleeping car passengers from St. Louis and East St. Louis.

Minor local changes and small adjustments will also probably be made.

In addition to the above changes for July 15th, attention is called to the following equipment changes that have recently been made and which are now in effect:

Cincinnati-New Orleans chair cars are now operated in trains Nos. 103 and 104 between Cincinnati and Memphis only, they having been discontinued on trains Nos. 3 and 4 south of Memphis. The through chair cars between St. Louis and Memphis, formerly handled in trains Nos. 203 and 104-204, have been discontinued.

The 12 section drawing room sleeping car formerly operated between Chicago and Omaha in trains Nos. 13 and 14 is now operated between Chicago and Waterloo only on the same trains.

Minor schedule changes have been recently made on Western Lines between Fort Dodge and Sioux City and Sioux Falls, which are now in effect. The most of the changes are of slightly later departures, but earlier departures are as follows: Train No. 15 leaves James 4:13 P. M., train No. 611 leaves LeMars 7:10 A. M., train No. 631 leaves Remsen 9:30 A. M., Oyens 9:40 A. M., LeMars 9:55 A. M., Merrill 10:10 A. M., Hinton 10:24 A. M., James 10:30 A. M., Leeds 10:35 A. M.; train No. 716 leaves Primghar 7:00 A. M., Gaza 7:10, Calumet 7:25 A. M.

"The ordinary third-class Indian (Hindu) passenger, undertaking a journey by rail, usually arrives at the departure station many hours before his train leaves. It is still a common sight to see groups of this class of passenger at practically all the big railway termini sitting about the station and waiting for a train that suits their convenience, the convenient departure hour coming along after they have a meal or after the sun has gone down, or for one or other similar reasons, equally unimportant."

The foregoing is quoted from *"The Indian Railway Gazette,"* and describes a further example of the extreme differences in "habit" between the people of the "East" and of the "West."

The fact that the traveller in Canada and the United States does not arrive at the station "many hours before his train leaves," but, frequently, goes to the other extreme, and "cuts it fine," is a good rea-

son why prompt, smart service at the ticket wicket is an expression of efficiency.

One valuable aid, and, generally speaking, an essential to smart wicket service, is a proper familiarity with tariffs and proper arrangement of them in tariff files.

Intelligent attention to ticket stock is also an important feature to be watched.

Smart service does not mean doing things in a brusque, unthinking and careless haste, but rather the responding to passengers' requests in an alert, efficient, intelligent and all time courteous manner.

With the ticket wicket open for business at the proper time, and a habit of immediately attending to each passenger's request, even the brief space of time the average traveller allows at stations for transacting his ticket purchasing business, checking baggage, etc., will be found amply sufficient.—*Grand Trunk Bulletin.*

The war situation has put a new phase on the railway management in this country, something entirely different from that ever before experienced. A railway committee of five executives located in Washington is to have entire charge of the management of all the roads insofar as the Government welfare is concerned. An idea as to the functions and authority of this committee can be gained from the following statement recently issued by B. L. Winchell, director of traffic of the Union Pacific, in which he said:

"Under this plan the railroads have been amalgamated for all purposes and in effect there is only one nationwide transportation system in the United States. Terminals mean nothing, strife for Government business is eliminated and equipment is pooled.

"This committee has power to take engines or cars from the Illinois Central and send them to the New York Central; it has authority to order officers and employes from the Union Pacific System for service elsewhere. It can order shipments diverted from one road to another, without regard to competitive earnings. Expedition is the end in view.

"This step was taken by the railroad officials in a broad gauged and patriotic way, which eliminates the selfish interests of any company. The plan will furnish data valuable to all of us in future operation of our properties along the lines of helpful cooperation, pooling of equipment, etc."—*Railway Journal.*

The following convention announcements for July and August, 1917, should be carefully gone over by agents and kept in mind with the end in view of obtaining business therefor in cases where applicable to their territory:

Illinois Knights of Pythias, DuQuoin, Ill., July 16, 1917.

Nat'l Assn. of Real Estate Agts., Milwaukee, Wis., July 23, 1917.

Mosaic Templars of America, Little Rock, Ark., July 10, 1917.

Nat'l Homestead Assn., Boston, Mass., July 18, 1917.

Interstate Trap Shooters Assn. (Western Handicap), St. Joseph, Mo., July 17, 1917.

Retailers Commercial Union, Chicago, July 30, 1917.

National Hay Convention, Chicago, July 24-26, 1917.

Inland Daily Press Assn., Chicago, Aug. 14, 1917.

United Presbyterian Church (Young Peoples Christian Union), Chicago, Aug. 1, 1917.

National Fraternal Congress, Chicago, Aug. 21, 1917.

Iowa Prosperity Show, Dubuque, Ia., Aug. 27, 1917.

American Powerboat Assn., Minneapolis, Minn., Aug. 28, 1917.

Nat'l Meeting Amer. Home Economic Assn., Minneapolis, Minn., Aug. 22, 1917.

Nat'l Retail Jewelers Assn., St. Louis, Mo., Aug. 27, 1917.

Kappa Delta Sorority, Birmingham, Ala., Aug. 27, 1917.

American Life Convention, Grand Rapids, Mich., Aug. 8, 1917.

Interstate Trap Shooters Assn. (Grand American Handicap), Chicago, Aug. 20-24, 1917.

American Federation of Catholic Societies, Kansas City, Mo., Aug. 26, 1917.

Manufacturers & Importers Assn. of America, Chicago, August, 1917.

The Burlington announces the following by circular:

"To enable one-way passengers to make detour through Yellowstone National Park, both ways via the Cody Gateway, the following arrangements for extension of limit of one-way tickets will be in effect during the 1917 Yellowstone Park season, June 20th to September 15th, inclusive, 1917.

Second Class one-way tickets, reading via the Chicago, Burlington & Quincy Railroad to or from Billings, Mont., between Casper, Sheridan, Wyo., or station south or east thereof on the one hand, and Butte, Helena, Great Falls, Mont., or station beyond on the other hand, will, upon presentation to agent at Cody, Wyo., immediately upon arrival, be extended the number of days required to make Park tour, plus additional number of days necessary to enable passenger to make continuous passage trip from Frannie, Wyo., or Billings, Mont., to destination, but total extension will not exceed ten days. Agent at Cody will attach necessary extension paster."

It is announced by the Chesapeake and Ohio that "conforming to the nation-wide demand for economies to meet conditions of national importance," the following through passenger trains of their lines have

been discontinued: Trains Nos. 4 and 5 between Chicago and Cincinnati, in which connection they advise that the Chicago-Old Point Comfort sleeper will operate between Chicago and Richmond, Va., being carried eastbound via the Big Four route between Chicago and Cincinnati, leaving Chicago at 12:55 noon daily. Returning the sleeper will arrive at Cincinnati as heretofore on C. & O., train No. 5, and be attached to Big Four train No. 15, arriving at Chicago at 5:35 P. M. Owing to this change, connections are requested to route through business to reach the C. & O., at Cincinnati instead of at Chicago, thus using the Big Four, Monon, or Pennsylvania to Cincinnati.

In addition to the above it is also announced that C. & O. trains Nos. 6 and 1, between Cincinnati and New York, have been withdrawn.

The man who took the word "operation" and set "co" in front of it took the common clay of work and breathed soul into it.

Look around with understanding eyes and you will see that Co-operation is but another and a better way of spelling "Life."

Co-operation is at once the name and definition of a power almost as limitless as space, the secret of existence, the secret of success.

Where co-operation is suspended, Nature is but cold stone. A business without co-operation is soon stone broke.

A modern business is like a complicated piece of machinery—the smallest cog must co-operate or quickly be replaced.

He who compares life to a game of poker makes a bad mistake. No man can play a lone hand and win in the game of life.

Notice! You will find the surest path of progress, the shortest cut to success, is the fullest co-operation with those with whom you work.

Franklin's Key, Toledo, Ohio.

The particular attention of agents is called to Illinois Central circular No. 4697, Y. & M. V. circular No. 891 and C. M. & G. circular No. 8, by which the discontinuance of prepaid orders from, to and within the South to be effective July 1, 1917. The territory within which prepaid orders will not be sold or honored the circular shows to be as follows; which is reiterated to impress the minds of the agents with the importance of the change. (a) I. C. (Southern Lines)—all lines south of the Ohio River; (b) Y. M. V.—all southern stations; (c) C. M. & G.—all stations; (d) all stations on other railroads south of the Ohio and Potomac Rivers, and east of the Mississippi River; (e) between Cairo, Illinois and Evansville, Ind., on the one hand and all stations described by (a), (b), (c) and (d), on the other hand. It will be remembered the circular further states that

ticket agents are not to accept deposits of cash or the equivalent for the furnishing of prepaid tickets reading from, to or between, stations in the above described territory.

Mr. C. W. Strain, General Passenger Agent of the Gulf Coast Lines advises that in connection with their through train schedule of May 20th, their train No. 3, leaving New Orleans for Houston at 8:20 A. M., and their train No. 1, leaving New Orleans at 9:20 P. M., will be held for connections as follows as effecting the Illinois Central:

Gulf Coast Lines train No. 3 will be held not to exceed thirty minutes for five or more passengers from Illinois Central train No. 5, scheduled to arrive at New Orleans at 8:10 A. M. Gulf Coast Lines train No. 1 will be held not to exceed thirty minutes for five or more passengers from Illinois Central train No. 3, scheduled to arrive at New Orleans at 8:45 P. M.

The sale of passenger transportation requires a knowledge of many things besides the goods. It differs from a commercial sale in that the stock-in-trade is not always before the salesman. Neither can he display samples of what he is selling—a kind of service and not an article. "The proof of the pudding is in the eating." The salesman in a store has at hand the goods that he is to sell where his customer can see and judge them. The salesman in a ticket office deals with goods scattered to the seven seas. He sells in Oakland a

service to be performed in Ireland, India, the Orient, or continuously around the world.—*Southern Pacific Rly. Bulletin.*

The Michigan Central announces new summer arrangements for parlor and sleeping car service over the New York Central (Lines East), for St. Lawrence River and Adirondack Mountain Resorts. A sleeping car for Clayton will leave Buffalo in train No. 4, daily, at 10:05 P. M.; and a parlor car for Clayton will leave Buffalo in train No. 40, daily except Sunday, at 9:30 A. M. A sleeping car to Saranac Lake and Lake Placid will leave Buffalo in train No. 44, daily, at 9:00 P. M.; and a parlor car for Lake Placid will leave Buffalo in train No. 58, daily except Sunday, at 7:30 A. M.

Selling railway tickets is as important as selling boots and shoes, or any other commodity. You never heard of a salesman selling one boot or one shoe—that's what you do when you fail to sell a round-trip ticket, if the purchaser intends to return. Selling round-trip tickets not only protects your company's revenue, but saves soliciting at the other end.

In the ticket business, efficiency means securing the greatest amount of revenue possible from each transaction.—Santa Fe "Ticket Selling Talks."

Big Four trains Nos. 31 and 30, the Royal Palm, have been discontinued, and the Chicago and Cincinnati and Columbus and Jacksonville sleeping cars are now operated in trains Nos. 43 and 34.

One Hundred Per Cent in Freight Car Handling

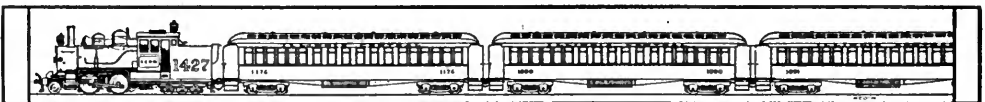
SOMEWHERE ON THE ILLINOIS CENTRAL—I. C. Car 57883, loaded at New Orleans, April 10, arrived at a destination in Wisconsin April 17, unloaded that morning and reloaded same date for New Orleans, arriving latter point April 22.

I. C. Car 53244 loaded at New Orleans April 14, arrived at destination in Wisconsin April 20, unloaded same morning, loaded

same date for New Orleans, arrived latter point April 24.

I. C. Car 57794 loaded at New Orleans April 17, arrived some point in Wisconsin April 24, unloaded morning that date, reloaded same day for New Orleans, arrived April 28.

IMPRESS ON SHIPPERS THIS PRACTICAL AND SIMPLE WAY OF BREAKING THE CAR SHORTAGE.



Contributions from Employees

Just Plain Talk

By G. S. Rought, Conductor

AT certain periods, the railroads have been forced to a rigid economy, or a policy of retrenchment, in order to make both ends meet, and I believe that very few of us fully realize just what that means to the men higher up. Now that our country has entered the European conflict, there is no question but what the entire United States will have to adhere to an economic policy, domestic, business, state and national; therefore, it seems to me to be timely, to interest ourselves in the matter of economy and saving, at least in so far as our dealings with the management of the Illinois Central Railroad and the public are concerned, keeping in mind the motto, "Do unto others as you would they should do unto you." In order to practice the precepts of this motto, we should, all of us, feel that our resources are a part of the working capital of the railroad, and that unless we so invest our resources (which is our labor) that they will earn a dividend, we cannot hope to be much of a success; therefore in this article I am making a direct appeal to the man in charge of trains, for the reason that in him is vested the proper authority for the movement of the train in his charge, and the chance for economy lies in his hands more than in any other member of the crew. This, however, does not mean that the principle is not applicable to all other employes, and, wherever possible, we should, as one great big family, help each other in the matter of saving and economy.

The opportunities for saving are so many that with a systematic effort on our part we can accomplish results, but it must be a systematic effort, for the individual alone can accomplish but little. To successfully conduct any enterprise, system is necessary, and things done unsystematically are only half done.

In the matter of supplies much can be accomplished. Any unnecessary supplies carried on a caboose represents so much waste, or so much idle money. An over supply of necessary supplies means money standing idle that could better be used in meeting other expenses or demands.

Much saving can be made in the use of stationery; don't use large envelopes where a

small one will do the work; don't use a letter-head where a message clip will do the work; don't write a lot of unnecessary letters, what you do write make short and to the point, long letters seldom "explain." Oftentimes a notation on the original letter will accomplish what is desired. Be tidy in your caboose so that stationery is properly cared for to prevent waste. Paper will be mighty scarce.

Other caboose supplies should be watched and cared for in a like manner, and by a conservation and an economic use of these supplies, very often an unnecessary shortage can be avoided. Many shortages are responsible solely from there being an over supply at points other than where needed.

A careful watch of your train, and a proper attention to hot boxes at the right time, will avoid the renewal of brasses to such an extent that the saving will run up into the hundred thousands of dollars, and in my twenty-seven years' experience I have found that nineteen times out of twenty, a hot box can be properly cared for in less time than it takes to set the car out, and by giving hox attention at usual stopping places, you will be able to get journal to a bearing again. In addition to saving brasses, you are saving delays to freight, possibly have avoided future shipment from consignor from being routed over some other line, solely through being out of humor for delay to previous shipments; in addition to this you have advanced the earning capacity of the car, and at same time have not reduced the tonnage percentage of your engine.

Engine performance is based on ton miles and to illustrate how much the earning capacity of an engine is reduced by setting out a hot box, suppose you set out fifty miles from your terminal, a 70-ton car of coal, you have lost for your engine 50 times 70 (or miles multiplied by tons), or 3,500 ton miles. Take a system like the Illinois Central and you can readily see what a daily loss of earning power of locomotives occur from hot boxes.

Feel that you are a cog in the wheel, take the same interest in your work as if it were your money invested, and you will be surprised

how much easier your work will be. At the same time we will be helping the management meet the increased expense due to the Adam-

son Law being now in effect, and by doing this we will, if possible, make our already amicable relations more concrete.

Mr. Storekeeper Try This Plan

Billy Haid

The store-keeper on a railroad is often asked by other storehouses for items of material and it is necessary that you have a record that is correct, quick and accurate so that there will be no delay in answering the telephone. Are you in a position to do it without delay? Can you release the wire as quickly as you should?

Men are capable of remembering the names of a great many items, but when it comes to engine castings there are so many of them that he is sure to make a few mistakes unless the man is working with the material on the engines each day and then the mechanics have pet names for many of the items. Your superior says; have you any tender transom fillers in stock and he gives you the number of the casting—can you give him the information at once so that there will be no delay on the line?

Most of the stock-keepers go to their casting rack to see if they have the item asked for, others look the item up in their stock books. How long does it take to give the necessary answer to the man at the other end of the line, is your method fast enough to release the line promptly?

As a suggestion so as to make it possible for any of the clerks in the office to give information to the parties asking for material such as castings, I would suggest that you make a petty book for the office and for the accurate accounting of your castings.

Index a book in numerical order from one to one hundred, divide your book into twelve columns, one for each month and use the last two figures on your castings discard the name of the castings in the petty book as you will have the proper name of the item in your stock books and check your stock books from the petty book.

This method used in the checking of all kinds of castings is the most accurate way of being certain of what you have in stock

and if the stockkeeper is not sure of the name of the casting he will not lose it because he checks it blank in his stock books because he can not find it and instead of not having it in stock he often finds that he has and the old way often causes you to order a new supply when you really do not need it and your mistakes are costing the company an unnecessary outlay of capital.

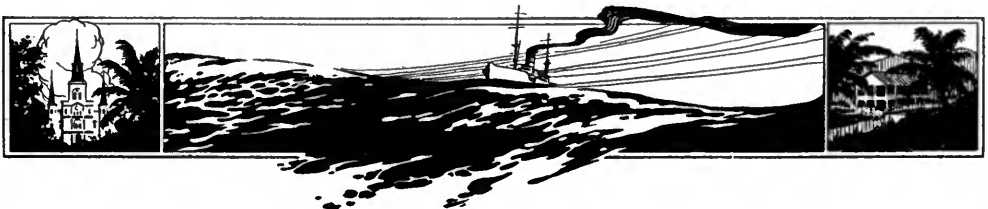
If you will make yourself a little book as I have explained it and check your castings by starting at one end of your rack and go to the other you will find your information more accurate and satisfactory.

If your bins are numerically arranged you can also put the bin numbers in the petty book as this proves very valuable to some of the clerks in the office who have not had any actual experience in the handling of the material but they can go to the bins and find it if called upon.

In checking your stock books from your petty book you circle the items as you check the material in your stock book and by going through your petty book the second time you will discover any items that you have not listed in your stock books and often find errors have been made in the shipment and you find that you have castings on hand that you do not need.

I have tested this form of checking and I find that I can put an inexperienced man checking castings, he does not know the names of any of the castings but his information is correct as he works mechanically taking each item as he comes to it.

The petty book comes in handy in the office as the first question that is asked the party at the other end of the line is: What is the number of the casting? You open the petty book in an instant and you can give the party the correct reply in one-hundred part of the time it usually takes.



Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During May the following suburban gatekeepers lifted commutation tickets, account having expired or being in improper hands:

J. Powers

Mary Crotty

Suburban Conductor Jas. Hall on train No. 221, May 26, declined to honor monthly commutation ticket account having expired and collected cash fare.

Suburban Flagman D. Flynn on train No. 612, May 30, lifted 60-ride monthly commutation ticket account being in improper hands and collected cash fare.

Conductor J. P. Burns on train No. 302, May 17, lifted returning portion of expired card ticket from passenger who admitted it had been previously used for passage and collected cash fare.

Conductor H. B. Jacks on train No. 25, May 19, No. 2, May 22, and No. 23, May 29, declined to honor card tickets, account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor F. A. Hitz on train No. 18, May 20, lifted time pass, account identification slip (Form 1572) having been improperly issued and collected cash fare.

Conductor M. Cavanaugh on train No. 2, May 27, lifted employe's term pass account being in improper hands and collected cash fare.

Conductor J. L. Ford, on train No. 18, May 28, lifted going portion of trip pass account returning portion being missing. Passenger refused to pay fare and was required to leave the train.

St. Louis Division

Conductor G. Garter, on train No. 21, May 3, lifted going portion of trip pass, account returning portion being missing and collected cash fare.

Conductor W. C. Walkup, on train No. 208, May 13, and 207, May 18, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. H. Davis, on train No. 6.

May 15, lifted trip pass account being in improper hands and collected cash fare.

Conductor C. T. Harris, on train No. 6, May 26, lifted employe's term pass account passenger not being provided with identification slip (Form 1572) and collected cash fare.

Springfield Division

Conductor W. G. Knowles, on train No. 132, May 18, declined to honor card ticket, account having expired and passenger left the train.

Indiana Division

Conductor J. W. Knight, on train No. 204, May 26, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Wisconsin Division

Conductor J. P. Reece, on train No. 124, May 8, declined to honor foreign interline ticket account having expired and collected cash fare. Passenger was referred to passenger department.

Kentucky Division

Conductor M. J. Keirce on train No. 302 May 24, declined to honor local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Mississippi Division

Conductor J. R. Kriker, on train No. 1, May 8, lifted mileage book account being in improper hands and collected cash fare.

Conductor R. F. Cathey, on train No. 24, May 14, declined to honor card ticket account having expired and collected cash fare.

Conductor C. M. Anderson, on train No. 5, May 19, lifted mileage book account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Louisiana Division

Conductor H. T. Erickson, on train No. 2, May 4, lifted mileage book account being in improper hands and collected cash fare.

Conductor M. Kennedy, on train No. 332, May 17, declined to honor mileage book account having expired and collected cash fare.

On train No. 331, May 20, he lifted banana messenger's return ticket account having been improperly issued and collected cash fare.

Conductor L. E. Barnes, on train No. 34, May 18, lifted time pass, account passenger not being provided with identification slip and collected cash fare.

On train No. 34, May 22 he lifted annual pass, restricted to intrastate travel, account

being presented with a local ticket for an interstate trip. Passenger refused to pay fare and was required to leave the train.

On train No. 24, May 24, he lifted mileage book account being in improper hands and collected cash fare.

Conductor G. O. Lord, on train No. 1, May 24, lifted annual pass account identification slip (Form 1572) having been altered and collected cash fare.

Conductor R. E. McInturff, on train No. 23, May 24, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor E. S. Sharp, on train No. 313, May 30, lifted identification slip (Form 1572) account passenger not being provided with pass and collected cash fare.

Vicksburg Division

Conductor R. C. Buck, on train No. 35, May 15, declined to honor mileage book account having expired and collected cash fare.

New Orleans Division

Conductor A. L. Williams, on train No. 34, May 20, lifted mileage book account being in improper hands and collected cash fare.

Illinois Division.

Foreman William Stevens has been commended for discovering blazing hot box on an oil tank car in train 1513. Train was stopped and trainmen's attention called to same. This action undoubtedly prevented possible accident.

Engineer John Leahan has been commended for stopping train when approaching Paxton, June 21, when auto truck was stalled on south crossing.

Towerman C. H. Campbell has been commended for discovering brake rod dragging on C. G. W. car 46010, passing Riverdale Tower in Extra 1596 South, June 13. Towerman at Harvey was notified to stop train so that repairs could be made, thereby preventing possible accident.

Section Foreman Dolan has been commended for discovering brake beam dragging in extra 1753 south, north of Guthrie. Train was stopped and brake beam removed, thereby preventing possible accident.

Switchman J. Clemens has been commended for stopping engine which had draw bar pulled out and was lodged underneath car. This action undoubtedly prevented possible accident.

Brakeman B. Walden has been commended for discovering broken rail joint near mile 145 while on extra 1663 south, June 16, and taking the necessary action to have same repaired, thereby preventing possible accident.

Operator C. E. Richards at Otto, has been commended for discovering lumber shifting on S. P. 78553 in extra 1729 north, June 5, which car also had hot box, and action taken in this case in flagging the

train and having train crew give the car the necessary attention, thereby preventing possible accident.

Switchman J. McCleary has been commended for discovering penstock at hospital across the south-bound track, June 2. His action in this matter prevented possible accident.

Conductor C. H. Martin has been commended for discovering I. C. 122338 with no light weight stencilled on it. Arrangements were made to have car stencilled.

Conductor George Lindsay in charge of Extra 1597, May 4, has been commended for discovering I. C. 106573, C. G. W. 6261 and C. G. W. 6813 with no light weight stencilled on cars. Arrangements were made to have cars stencilled.

Brakeman E. E. Spivey has been commended for discovering K. R. L. 157 on fire while train was moving south of Watson. Train was stopped and fire was extinguished by the crew.

Engineer Shauger has been commended for discovering piece broken out of rail on north end of passing track at Tuscola, June 6. Same was reported to the dispatcher and section foreman instructed to make necessary repairs. This action undoubtedly prevented possible accident.

Springfield Division.

Engineer C. F. Eecks, brakeman Roy Reeves and fireman A. Woodward have been commended for recovering trunk stolen from car in train 53, May 4.

Section foreman Samuel Earls, Springfield, has been commended for discovering two rolls of roofing paper on waylands near mile post 96, June 22, and turning same over to agent at Springfield for handling.

St. Louis Division.

Section foreman William Boner has been commended for discovering brake beam dragging on C. N. O. & T. P. car 12261, May 23, Extra North, engine 963, passing siding at Winkle. Train was stopped and defect adjusted, thereby preventing possible accident.

Indiana Division.

Agent R. E. Billings, Wheeler, Ill., has been commended for stopping extra 951, June 12, when he discovered brake rod dragging. Defect was attended to and possible accident averted.

Louisiana Division.

W. S. Harrington, clerk at Hazelhurst, Miss., has been commended for action taken in promptly reporting brake beam dragging under O. R. T. 30117, extra 971, South, May 30. This action undoubtedly prevented possible accident.

Tennessee Division.

Engineer John Chester, in charge of extra 1651, train 171, June 3, observed cattle which had broken through right of way fence two miles north of Trimble. Train was stopped and cattle driven off the track.



Minnesota Division

The young lady stenographers in the division office at Dubuque, desiring to do something to serve their country, have planted a garden in the plot of ground which was formerly the depot park. The money realized from the sale of the vegetables in this garden is to be turned over to the Red Cross. They have been receiving a great many compliments on their good work and are only hoping that their sales will be as numerous. They now have a neat little sum toward the good cause.

General Manager Foley, General Superintendent Clift, and District Engineer Laden, on a recent trip over the division, were liberal in their praise of the results being secured from the stenographers' garden at Dubuque and backed their enthusiasm by generous purchases of vegetables which they later pronounced as first-class quality.

Quite a number of employes and a few non-employes, have taken advantage of the permission granted by this company to cultivate its right of way. There are now over 100 acres under cultivation on this division and permits are still being requested.

Conductor H. H. Everhart and Operator Floyd Belscamper have joined the Illinois Central Regiment, Third Reserve Engineers, now at the Municipal Pier, Chicago, and have been receiving visits from a good many of their railroad friends. Both report enjoying their work very much.

F. J. Coates, assistant engineer on the Minnesota Division for the past six years, has been transferred to Chicago for service in the chief engineer's office. Mr. J. M. Beardsley, employed in the Valuation Department at Chicago, has been transferred to this division to fill vacancy by Mr. Coates. These changes were effective June 16.

Summer vacations of clerks in the superintendent's office at Dubuque have begun. At present writing, Assistant Tonnage Clerk L. T. Weiler is enjoying his vacation in Chicago.

Horace M. Lamb, ticket clerk at Dubuque station, has been promoted to a similar

position at Fort Dodge. Jos. J. Spies has succeeded Mr. Lamb at Dubuque.

Chief Accountant J. C. Neft and Assistant Accountant C. F. Duggan, attended the Northern Lines Accountants' meeting at Chicago on June 21.

Master William Atwill, Jr., son of former superintendent of this division, is visiting friends at Dubuque and called at the superintendent's office, renewing former friendship.

Chief Dispatcher P. E. Talty at Dubuque has returned from his annual vacation which was spent at his former home, Connessville, Pa.

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Train Master Duckwitz is polishing his fishing tackle, preparatory to his summer onslaught against the finny tribes. General Yard Master Dahl, at Dubuque, and Agent Bowden, at Waterloo, are his close seconds and when the three of them meet, fish stories are the order of the day. We predict that fish which were two inches long when caught will attain the length of at least two feet by the time their stories are told.

Springfield Division

Mr. M. M. Backus, roadmaster on the Springfield Division, has been appointed roadmaster on the St. Louis Division. Mr. Backus assumed his new duties on June 1.

Mr. Chas. McAdams, stenographer in the roadmaster's office, has resigned his position and is now enjoying an extensive tour of the East. Mac expects to eventually locate in New York where he can keep in closer touch with the big affairs of the world.

Mr. H. D. Walker, instrument man, has been transferred to locating party now working on proposed work near Dawson Springs, Ky.

Indiana Division

At about 3:30 P. M., May 26, 1917, the city of Mattoon was visited by a cyclone.

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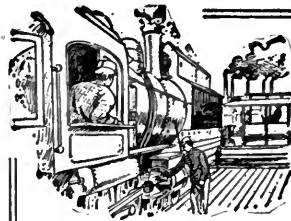
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accompanied by rain and hail, which left much devastation and loss of human life in its path. It traveled eastward and spread over an area of four blocks north and south and about three miles east and west, literally wiping out that section of town. After the havoc was wrought, the appearance of the sky became a sickly green.

When it was realized what distress this part of the town was in, conveyances of all descriptions (autos, buggies, drays, etc.) hurried to the scene and brought those taken from the debris on stretchers, old pieces of doors, etc., to the hospital, and when they could accommodate no more, the churches, library and undertaking parlors were made ready to receive the injured; also private homes were thrown open to receive them. All night long, bodies were taken from the wreckage, the relief work being done under difficulty, as the lighting plant was out of commission and the town was mostly in darkness; lamps having to be used. Telegraph and telephone wires were down, and the gas plant inoperative. Hotels were converted into emergency hospitals, and volunteer service was bestowed willingly, until skilled help could be secured.

The Illinois Central certainly did noble work at this critical time. A committee

waited on Superintendent H. J. Roth, to have special trains rushed to Mattoon with doctors, nurses, the militia, etc. The wires down in so many places made it rather difficult to get in communication with surrounding towns, but by patience and perseverance, they were fortunate enough at last to be successful, and special trains carrying doctors, nurses, also cots, etc., were soon on their way.

Then came the appeal for food and clothing, and the different stations on Indiana and Illinois Divisions, are to be highly commended for the prompt manner in which they responded to the call of a neighbor in desperate need. The larger stations, and many of the smaller ones, wasted no time in getting together and sending a wonderful supply of good substantial food and plenty of clothing for the afflicted ones. Too much thanks cannot be extended to those people along the line who so generously responded to the call for help, and it certainly is appreciated by all Mattoon.

At first, disorder was very much in evidence, even though all were willing and did help wonderfully as far as they were able; later, various committees were appointed, and took charge of the situation in a systematic way, and it was only a short time until order reigned once more. The Red Cross people from Chicago, with many able workers were installed, and immediately busied themselves investigating the district affected, and taking care of those in distress with food, clothing and money, as it was needed.

The list of dead numbered sixty-five, with hundreds injured, and about five hundred families homeless. Their immediate needs have been taken care of and material is being rushed to build up the district which was laid waste, to provide places of abode for those who have really no other place. Much money is needed for this, and donations are being accepted—already several thousand dollars has been received. The Illinois Central Railroad Company, through General Manager T. J. Foley, headed the subscription list with \$1,000, and local donations have been made; subscriptions have also been received from persons connected with the Illinois Central who were formerly located at Mattoon.

The fury of the elements does not yet seem to be appeased, as atmospheric conditions are unsettled, and a repetition of the cyclone of May 26 has seemed evident several times.

Sympathy is extended to the families of employes who lost their lives in the cyclone of May 26; also to those employes who lost members of their families.

Jack Pierce, machinist, Mattoon shops, lost his life in the cyclone May 26; he had been in service about five years and is greatly missed by his many friends.

Walter Melton, call boy, also lost his life in the storm; he had been in service on the Illinois Central Railroad about three months.

{ The 100-foot flag pole on Mattoon shop grounds was broken off in the tornado; employes had removed the flag when they saw the storm approaching. A new pole will be raised in the near future.

A. C. Wilcox, chief accountant, is spending a couple of weeks in St. Petersburg, Fla.

Miss Helen Lee Brooks, of the superintendent's office, departed on June 16 for California and other western points. She expects to be gone several weeks.

Several persons from Indiana Division attended the Galli-Curci concert given at Champaign, Ill., the evening of June 1 at the university auditorium.

C. A. Richmond, our well known and liked conductor on passenger train between Mattoon and Peoria, was taken ill on May 23. We are glad, however, to receive encouraging reports from Peoria as to his condition, and hope he continues to improve rapidly.

H. B. Brown, fuel inspector from Chicago visited the division one day this month.

Such minor matters as war clouds hanging over us, disturbing influence of the elements, etc., do not seem to intimidate Cupid or hinder him in his progress; he seems to be "working overtime" in our Accounting Department. On May 30, Frank Martin, of the accounting force, in the superintendent's office, was quietly married to Miss Ruby Ames, and appeared on the scene next morning just as usual, not taking any of us into his confidence; only for our morning paper, we might have been "in the dark" several days.

Closely following in his footsteps Clarence Plummer, of Master Mechanic Bell's accounting force, thought he was surprising his friends when he and Miss Edna Adrian were married June 10. He didn't succeed in "keeping it quiet" as well as Mr. Martin, and friends took the "newly-weds" riding on an auto truck through the down town district, and then made Clarence "set 'em up" at a local confectionery to the whole bunch. Their honeymoon was spent at Niagara Falls.

Miss Gertrude Hasler has accepted a position in Division Storekeeper Downing's office as stenographer and clerk, which was formerly filled by Marion Boulware, who has been promoted to general stock keeper.

Webster Brannon is new time keeper in general car foreman's office at Mattoon.

W. G. Arn, formerly road master on the Indiana Division, visited us June 20 a few hours on his way to Municipal Pier, Chicago, where he is captain adjutant of the Third Reserve Engineers of the Illinois Central. They expect orders shortly to depart for France.

Warren Stephenson, formerly M. C. B. clerk at Mattoon shops, has enlisted in the Railroad Regiment and departed for the Municipal Pier, Chicago; his place is being filled by J. L. Warren, formerly piecework checker. A. D. Bullock transferred from master mechanic's office as time keeper to piecework checker, Maring Crane being employed as time keeper in master mechanic's office.

Many heavy rains falling the past few weeks have caused much trouble on the Indiana Division, at one time this month, the railroad being washed out at six places on Indianapolis District and seven places on Peoria District; also Mackinaw Bridge between Green Valley and Sand Prairie out of commission three days—current so swift—making it necessary to detour both passenger and freight trains via the C. & A. and Big Four between Peoria and Pekin.

S. P. Munson, clerk to supervisor B. & B. at Mattoon, Ill., submitted to an operation in the Illinois Central Hospital at Chicago on June 18. We are glad to receive favorable reports the last day or so with reference to Mr. Munson's condition.

Wisconsin Division.

Fuel Economy Cars, in charge of Messrs. J. W. Dodge and O. L. Lindrew, were on the Wisconsin Division several days recently. Messrs. Dodge and Lindrew gave some very good lectures on "The conservation of coal." According to reports, there was a large number in attendance at each of these lectures and all concerned were pleased to note the interest displayed by employes in what might be termed at this time, a very patriotic movement.

F. A. Redican, clerk in roadmaster's office, Freeport, returned home from his honeymoon trip in the East, several days ago. Mr. Redican and wife visited at Chicago, Buffalo, Niagara Falls and New York City, and are now at home to their friends at No. 217 Float Street, Freeport.

Graydon Powell, assistant accountant, in the superintendent's office, Freeport, spent a two week's honeymoon trip in the West, visiting Denver, Colorado Springs and Salt Lake City. Mr. Powell and wife are now at home to friends at No. 303 West Street, Freeport.

R. L. Guensler, clerk in superintendent's office, Freeport, is the proud father of a baby boy.

Louisiana Division

Mr. J. North Abbott, who had been in the service of the Illinois Central Railroad 27 years, as conductor on the Louisiana Division, died at his home, in New Orleans, on May 2, 1917. Mr. Abbott was retired on a pension May 31, 1915. His many friends on the Louisiana Division are deeply grieved at his death.

Mr. P. H. Houston, instrumentman, and

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Mr. W. T. Bolton, rodman, left on May 15, for Fort Logan H. Roots, where they are in training for the Engineering Reserve of the United States Army. Both passed their initial examination successfully, and will receive commissions as second lieutenants.

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Mr. S. R. Goldstein has succeeded Mr. Houston as instrumentman and Mr. B. D. Woods has succeeded Mr. Bolton as rodman.

Mr. H. A. Wilmot, of the Accounting Department, has resigned to give his attention to his farming interests in Roseland, La. All the boys were very sorry to see Henry leave. He was succeeded by Mr. J. A. Morrison.

Miss Frances Otken, stenographer, has just returned from her vacation, which she spent very pleasantly in Texas.

Mr. J. H. Rolfs, file clerk, has resigned to enter the contracting business in New Orleans. He was succeeded by Mr. W. F. McNulty. Mr. C. F. Coen has been appointed assistant file clerk.

Erecting Foreman J. C. Lyons is at present enjoying an extensive trip through the north and eastern states.

The entire force of McComb shop apprentices called a special meeting this week for the purpose of giving a banquet for senior apprentices before the expiration of their apprenticeship. Each of the boys are looking forward to this with much interest and expect to execute all details in much style. Their organization is lucky enough to possess several talented orators and each one of them will be expected to render little talks concerning the performance of their duties while serving apprenticeships and other items of interest to all concerned.

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Illinois Central Magazine

August
1917



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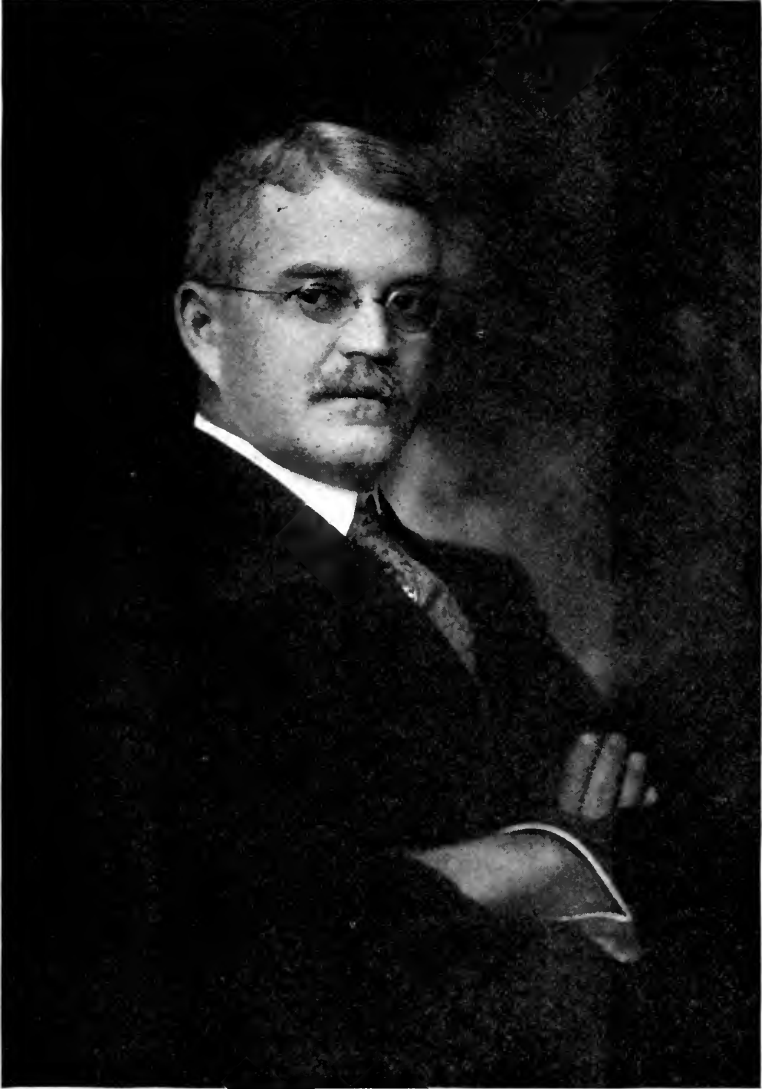
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W. D. Beymer.

W. D. Beymer was born in Clyde, Ohio, April 10, 1866, moved to Creston, Iowa, in 1868, remained there until 1881 after which attended school in Ann Arbor, Michigan, for three years. Entered the railway service on September 1, 1886, as freight bill clerk of the E. & O. at Chicago. After one year went to Topeka, Kansas, as clerk in the office of the Auditor Freight Receipts, A. T. & S. F. Ry. During the next ten years was Chief Clerk, Agents' accounts, Chief Clerk, interline accounts and Assistant Chief Clerk of that office. On April 1, 1897, went to Savannah, Ga., as Chief Clerk, Accounting Department, Central of Georgia Railway Company and Ocean Steamship Company of Savannah. On July 1, 1902 was appointed Auditor and later Comptroller of those companies, occupying that position until appointed Comptroller, Illinois Central Railroad Company, on July 1, 1917.

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The James Case Again

President Markham is having a newspaper controversy with one of the lawyers representing Mr. T. G. James, who recently secured a verdict at Charleston, Miss., against the Y. & M. V. in a drainage case, for \$100,000. Mr. Markham's first letter, which precipitated the controversy, was published in the June number of the ILLINOIS CENTRAL MAGAZINE. This was replied to by Mr. H. L. Gary, attorney for Mr. James. Following is Mr. Markham's reply to Mr. Gary;

(From the Sumner (Miss.) Sentinel of June 28).

To the people of Tallahatchie County: I had hoped that my published letter, which I addressed to you, dated the 5th ultimo, concerning the T. G. James damage suit, would provoke a reply from Mr. James or one of his numerous and able lawyers, and I am pleased that it had the desired effect.

Mr. Gary begins by saying you were doubtless surprised that I should address you on the subject of the James case. Let me say that I imagine you were much more surprised when you first heard of Mr. James' damage suit and still more surprised when you heard the verdict of the nine jurors giving to Mr. James \$100,000.

I was anxious to see what could be said before the public in justification of that law suit. I realized that it would be a more difficult task to justify it before people familiar with the James property and the Delta country than it was to justify it before the jury between the four walls of the court room at Charleston. Cajoling a jury and cajoling the public are two widely different things.

But in his lengthy reply Mr. Gary has attempted to answer but few of the things mentioned in my letter. He has devoted himself principally to the abuse of me and The Yazoo & Mississippi Valley Railroad Company. That is the answer—the justification for taking \$100,-

000 of the railroad's revenues and giving them to Mr. James. Evidently Mr. Gary has great confidence in the efficacy of that same old shop-worn stuff which has worked so successfully in Mississippi in the past—the brand of eloquence which has dwarfed the growth of the State and injured every taxpayer and citizen within its borders. It has, I admit, benefited perhaps a dozen damage suit lawyers and their clients. I ask you, Mr. Gary, is it right that the whole State should be injured that they may prosper? But you may wonder how it happens that I have made this discovery and what license I have to speak upon the subject. My reply is that I have not made the discovery. It is a thing well known both in and out of Mississippi. I have simply become sufficiently emboldened to make the charge openly before the public. My license is that the companies which I represent are the largest taxpayers in the State. My interest in the development of the State is very deep-rooted. I am sincerely anxious to serve the State, and if there are things which I know to be affecting the State unfavorably, it seems to me there can be no harm in my telling you—the people—about them. If you agree with me, I, of course, will feel encouraged to boost more than ever for Mississippi. If you do not agree with me I shall offer no complaint. I am simply asking for the privilege of discussing these matters

with you, which Mr. Gary seems to **think** is very objectionable. He says it is improper to discuss a case publicly while it is pending in the courts. That, of course, would mean that there could be no public discussion at all; it would mean the curtailing of free speech and a free press, because after the courts have finally disposed of a case, it is usually too late to arouse public interest in it.

In my experience in dealing with lawyers who are attempting to break into the treasury of the railroad I have found that of all things which they most despise, publicity stands at the top of the list. They find it comparatively easy to take a citizen and a neighbor, particularly an influential one, with a grievance against the railroad—real or imaginary—into court and play upon the prejudices of the jurors by poisoning their minds against the railroad, but poisoning the minds of the people against the railroad is much more difficult. They hate publicity, but they know it is a pretty hard job to convince the people that there can be anything very wrong about a man writing a thing, signing it and publishing it to the world.

Mr. Gary insinuates that my purpose in writing the letter about the James law suit and sending it out "broadcast over the County and State" was to influence the Supreme Court. On this point I am compelled to question Mr. Gary's sincerity, for he knows that the Supreme Court will concern itself only in regard to whether errors of law were committed in the trial of the case in the lower Court. My published letter was not at all directed to a discussion of the issues which will be submitted to the Supreme Court. My purpose was to direct the attention of the people of Tallahatchie County to what I honestly believe to be a most unfair and unjust jury verdict, and to explain how impossible it is to develop a railroad property if jurors are to deal thus recklessly with railroad revenues. Mr. Gary will, of course, readily agree that nothing which may be said by either him or myself will have the slightest bearing on the outcome of this or any other case pending in the Su-

preme Court. That Court, as I believe, tries every case upon the cold letter of the record presented, but I am entitled to appeal at any time to the highest Court of all—the great tribunal of public opinion, where all causes are finally lost or won.

Mr. Gary says I think the verdict awarded by the nine jurors was too large, the inference being that I felt that a smaller verdict should have been rendered. I wish to say that I have never seen the James property, but I have had access to very thorough investigation files, including statements by engineers of probity and reputation, maps showing the elevations and the topography of the country, the height of the railway embankment and the openings that were in it during the years complained of by Mr. James, and I am of the opinion that Mr. James' property was not damaged at all. If the suit had been brought against an individual, a jury would promptly have acquitted the individual, but such a suit would have never been brought against an individual, and here lies the meat of this controversy. I contend that things will never be right till the railroad can get equal justice with individuals.

Mr. Gary thinks when a railroad gets beaten before a jury, after having had its chance to introduce testimony (but no chance beyond that), and then goes out and publishes what happened—tells the people about it—that such conduct is to play the "baby act." I assume Mr. Gary ought to be allowed to carry away \$100,000 of railroad revenues unnoticed. That would constitute a manly act, according to Mr. Gary.

One of the most amusing passages of Mr. Gary's lengthy letter is where he speaks of the construction of the Charleston branch having destroyed the property of Mr. James. If there is any one in Tallahatchie County, or the State of Mississippi, who believes Mr. James' property has been destroyed, will he please go and look at the place, or try to buy it? Think of it, those of you who know the James property, those of you familiar with the Delta country, those

of you who have to earn your bread by the sweat of your brow—the James plantation destroyed by the railroad. One would think from reading Mr. Gary's letter that Mr. James was now out of business and that his plantation had been abandoned as worthless.

Mr. Gary has not a word to say to you about the fact that during the six years from 1908 to 1913, inclusive, while Mr. James' property was being "destroyed," Mr. James does not claim to have ever notified the officials of the Railroad Company of the damage it was doing him. How does that strike you, citizens of Tallahatchie County? Would you expect a man who sustained a damage of over \$40,000 in 1908 to wait six years before making a claim, and thus not give the railroad a chance to remove the cause of the damage, if there was a cause or if there was a damage? In 1909 another \$40,000 worth of damage was done and still not a word, not a syllable, from Mr. James. In 1910, 1911, 1912 and 1913 there was, according to Mr. James and Mr. Gary, repetition of the damages of 1908 and 1909, and Mr. James, so far as acquainting the Railroad Company with the situation was concerned, continued to lay so close to the ground that he could not be distinguished from the leaves. Another thing that does not have the appearance of righteousness to me is that the Railroad Company was furnished with no opportunity to investigate what the alleged damages amounted to as they accrued. Mr. James, himself, was able to give but meagre information on this subject except to measure the damage in dollars. At that he developed into a wonder. As a juggler of figures involved in a law suit against the railroad, Mr. James is in a class by himself. And, by the way, another thing which Mr. Gary neglected to explain was why Mr. James, in March, 1914, when he filed his suit against the Railroad Company, thought himself damaged to the extent of \$175,000 all told, and so stated in his petition, which was filed in Court, while in December, 1916, he figured the same damages at \$250,000, and in January, 1917, he asked leave of the Court

to make it \$500,000 to cover the same damages which he placed at \$175,000 in the beginning. If this case had gone over for another year or two, I assume Mr. James would have made his demand a round million. I have never known anything to grow, develop and expand as rapidly as Mr. James' damages.

Mr. Gary talks much about the wealth of the Railroad Company. In fact, that is the principal argument relied upon by him. The Illinois Central Railroad Company, which owns the stocks and bonds of the The Yazoo & Mississippi Valley Railroad Company, on December 31, 1916, had 10,025 stockholders. The capital stock of the Company is \$109,296,000. The average holding of stock is, therefore, \$10,902. The Illinois Central Railroad Company is large because so many thousands of people have invested their money in it, but the average stockholder is a very small personage financially in comparison to Mr. James, who in 1914, could not estimate within \$325,000 of the amount of damage he had sustained in the six preceding years. Mr. Gary seems to have the wrong sow by the ear on the proposition of wealth, which he considers of so much importance in this case.

Mr. Gary admits that the verdict for Mr. James was by nine of the jurors, but he says he thinks the other three were in favor of giving something, but not as much as \$100,000. My understanding was that the other three were not in favor of giving Mr. James anything at all. This information was gotten directly from one of the jurors, and this gentleman, by the way, now states that Mr. Gary never asked him how he stood, and he says that one of the other gentlemen who stood out against Mr. James also states that Mr. Gary never asked him how he stood. The three gentlemen reside in Tallahatchie County and I assume it is not too late for Mr. Gary to inform himself concerning this matter. Mr. Gary stated in his article that he asked every one of the twelve jurors how they stood. I do not regard this matter as important except in showing the discrepancy in Mr. Gary's statement

and what two of the three jurors say about it.

You, the people of Tallahatchie County, are told by Mr. Gary that I made an unfair attack on Mr. Smith, the sole engineer who testified in this case for Mr. James. I confess that I thought it strange that in a case as important as this, where engineering questions alone were involved so far as liability was concerned, that but one engineer should be introduced by Mr. James. I still feel that way about it and have nothing to take back, even though it may be true, as Mr. Gary states, that Mr. Smith has been a resident of Tallahatchie County for ten years. Is that alone relied upon as rendering him infallible. I yield to no man when it comes to respecting and honoring Tallahatchians. I know many of them personally and hope to know more of them, but I do not think that because a man resides in any particular County or State, that he should be given a higher rating for veracity and ability than he would otherwise be entitled to. Upon inquiry, I find that shortly before Mr. James filed his suit, Mr. Smith approached a gentleman in Charleston of irreproachable character and integrity and requested him to see General James E. Stone about trying to get him (Smith) employment with the railroad company, and stated that he thought a number of drainage suits were going to be brought against the railroad company and tendered his services. General Stone took the matter up with the Engineering Department of the railroad company and it was determined that Mr. Smith's services were not needed. Later, after the James suit was filed, Mr. H. W. Hagan, of the Claim Department, with headquarters at Greenwood, accidentally ran across Mr. Smith and asked him if he was still open for employment, and Mr. Smith stated it was too late as he had gone to work for Mr. James. On the question of Mr. Smith working up drainage suits against the railroad, I will answer Mr. Gary by quoting from Mr. Smith's own testimony in the case, as follows:

Questioned by Col. W. R. Woods:

Q. I will ask you if you remember the last time you and I rode from here to Philipp—I rode to Philipp and you got off this side of Philipp—in riding down there didn't you make this statement: "I have worked up enough damage suits against the Y. & M. V. R. R., which, if I am successful, will make enough money to put me on easy street for the balance of my life?"

A. I did.

I think it is but fair to say, from a careful examination of the record, that the testimony of Mr. Smith was absolutely riddled by the six engineers who testified for the Railroad Company, namely, Mr. E. I. Rogers, the engineer who constructed the Charleston branch; Mr. D. W. Thrower, engineer in charge of the maintenance of this branch for a number of years after it was built; Mr. T. M. Pittman, engineer who spent several months investigating the claims of Mr. James from an engineering standpoint and who prepared an elaborate topographical map which was introduced as evidence; Mr. Robert Ruffin, civil engineer of Como; Mr. M. H. Thayer, civil engineer of Greenwood, and Mr. Ed Fontaine, civil engineer of Coahoma County.

With reference to the statement of Mr. Gary that one of the engineering witnesses for the Railroad Company had stated before the case was tried, that he wanted to help Mr. James, but had not been spoken to, and that he was going to testify for the side that put up the money. I presume he refers to Mr. H. M. Thayer, civil engineer of Greenwood, for Mr. Thayer was cross-examined in regard to a conversation it was claimed he had with Mr. B. E. Townes, one of Mr. James' star witnesses. Here is what the record which Mr. Gary says he had before him, but which he evidently did not refer to, discloses on that subject:

A. No, sir, I deny absolutely the entire matter which would indicate that I was willing, or still willing, to work for Mr. James in handling this matter.

The examination proceeded along this

line and later Mr. Thayer was again asked:

Q. I will ask you whether you did or did not say to him that whichever side of this law suit employed you, or secured your services, would win this case.

A. No, sir.

Q. State why you were in sympathy with the railroad in this particular case.

A. My knowledge of the country—without going into details—inclined me to believe that Mr. James must be in error in his claim and that this was an unfair suit about to be brought.

Mr. Gary says that the James lands, before the railroad was built, were not susceptible to overflow, and that since the railroad was built, they are inundated during every high water period, while the lands on the opposite side of the railroad can be plowed and planted to crops. He says this was established at the trial by twenty-four reputable witnesses, and he represented to you that he had the transcript of their testimony before him and that he knew what he was talking about. A thorough examination of the same transcript of the testimony which Mr. Gary talks so much about discloses the fact that but eight of the twenty-four witnesses testified that they had ever been on the James lands prior to the building of the railroad, and that only five out of the twenty-four (and one of them a negro tenant) testified that they had ever been on the James lands since the railroad was built. This is a fair sample of the fairness of Mr. Gary's famous reply.

Mr. Gary has asked a good many questions and has made many statements. Now, I would like to ask him a few questions about matters recent enough to be susceptible of investigation and proof. Is it not true, Mr. Gary, that during April, 1917, the water in the Tallahatchie river at Philipp reached a stage of within seven-tenths of a foot as high as it did in 1912—the highest water during any of the years complained of by Mr. James in his suit? If you answer that that is true, will you then please state how much damage was

done Mr. James' plantation by the high water of April, 1917? For your information, Mr. Gary, I will state that an inspection of the railroad embankment and the James premises was made by seven disinterested and reputable men during the high water period of April, 1917, and that it was discovered that the water lacked several feet at its highest stage of getting over the east ridge of Matthews Bayou at any point. Is it true or not, Mr. Gary, that this ridge forms a complete levee along the east side of Mr. James' plantation? In some places along the railroad embankment opposite Mr. James' plantation the water lacked but six inches of reaching the top, and a stage of water sufficiently high to have flowed over the east ridge of Matthews Bayou at any point would have placed water over the railroad embankment opposite the James plantation at a depth of from six inches to three feet, for distances of from two to three miles. The inspection of the April high water absolutely demonstrated that the railway embankment never held a particle of water on the plantation of Mr. James, and this is conclusive of the entire controversy, so far as justice is concerned. The April, 1917, high water is an ugly factor in Mr. James' claims.

Mr. Gary makes a labored effort to array himself with the people in condemning the railroad. One would almost think from reading his article that Mr. James and himself were going to divide up with the people that \$100,000 they are expecting to get out of the railroad. I am unable to understand how the people can enthuse very much over Mr. James getting a verdict for \$100,000 against the Railroad Company. I claim that the interests of the Railroad Company and those of the people are identical, and that Mr. James and Mr. Gary and the numerous and able lawyers in this case, in attempting to divert railroad revenues from their proper channel, are the real enemies of the public. Of course, if Mr. James plantation was "destroyed" the thing is changed completely. Nine jurors were cajoled into believing it was "destroyed." If

they arrived at the correct conclusion, then Mr. James and Mr. Gary should have the \$100,000, but the Yazoo & Mississippi Valley Railroad Company ought to have a deed to the "destroyed" plantation. It is not fair that Mr. James and Mr. Gary should have the \$100,000 and the "destroyed" plantation, too, but if they get both, I think the pot should be made a real one and that there should be added to it the Charleston branch of the railroad; if Mr. James and Mr. Gary will agree to run the Charleston branch for the convenience and benefit of the public as well or better than it is being run by The Yazoo & Mississippi Valley Railroad Company and will give good and sufficient security to guarantee the result, I would be willing to use my influence to have the Yazoo & Mississippi Valley Railroad Company turn this branch—lock, stock and barrel—over to them. I would be glad to see them take it and run it and later explain why it is not as good as a main line railroad, why the depots are not as commodious as they should be, why it is necessary to carry passengers and freight on the same tractors, etc. Doubtless, Mr. Gary could explain all of these things with at least as much plausibility as he explained how Mr. James' plantation was "destroyed."

It is said by Mr. Gary that Mr. James testified that, if the overflow of his lands by the railroad embankment was removed, his lands, at the time of filing his suit in 1914, would have been worth from \$100 to \$125 per acre, including all good, bad and indifferent. I think it has been fully developed that Mr. James is entirely mistaken about the railroad having damaged his lands at all. It is interesting to note what the records of Tallahatchie County show in connection with the assessed value of Mr. James' lands, and this might be considered with reference to the taxes paid at the present time by the Railroad Companies which I represent. You will recall Mr. Gary injected taxes into this controversy by bringing up an old case which I know nothing about. For 1916 Mr. James' cleared lands were assessed at an average of \$11.98 per acre and his

uncleared lands were assessed at an average of \$5.00 per acre. For the year 1916 the Railroad Companies which I represent paid into the treasury of the State of Mississippi, as taxes, the huge sum of \$973,506. These figures speak for themselves. It does not appear from the assessed value of Mr. James' lands that he is so very strong for Tallahatchie County when it comes to taxes.

Mr. Gary's letter abounds in contradictions and inaccuracies. In one paragraph he states that Mr. James' plantation was "destroyed," while in another he attempts to explain how it happened that Mr. James has been raising more cotton since the Charleston branch was built than he ever raised before. He says this is because Mr. James has added greatly to his cultivated lands, but if the place was "destroyed," it appears that it would make little difference whether the number of acres of cultivated lands had been doubled, tripled or quadrupled. In another place he attempts to figure out the damages per acre per year and says that \$50,000 of the verdict was on account of permanent damage to land. In the declaration it is charged that the land was permanently damaged by being made "sour," but there is not one word of proof in the entire record concerning the lands being made "sour." However, Mr. Gary in his calculations, charges up \$10 per acre on the entire 5,000 acres, or \$50,000, for permanent damage, which I presume means souring the lands, and then he estimates that the damage to crops was \$15 per acre, or \$2.50 per acre per year, on 3,500 acres for the six years, and winds up this amazing calculation by asking this question: "How many farmers would agree to have their crops overflowed and destroyed for six long years for \$2.50 per acre per year?" Note that he has charged up just as much for souring the uncleared lands as he has charged for souring the cleared lands, and the same amount for souring the low lands as for souring the high lands. The cleared lands are charged with \$10 per acre for souring and \$15 for crops destroyed, and yet, Mr. Gary admits that Mr. James raised more cot-

ton during some of the years complained of than he ever raised before the railroad was built. Mr. Gary's analysis of Mr. James' damages is calculated to make one dizzy—so much for destroying the plantation, so much for souring the land, so much for destroying the crops each year on every acre of cleared land owned by Mr. James and then the admission that he raised more cotton during some of those years than he did before the railroad was built. There is the further fact, which Mr. Gary does not admit, but which we all know to be true, that the James plantation is worth more money today than it was ever worth before in its history. Isn't all of this enough to make one dizzy?

It is true that the Railroad Company tried to avoid a trial of the James case before a jury at Charleston. The result of the trial shows that the efforts which were made in this direction were fully justified.

Mr. Gary undertakes to justify the \$100,000 verdict in favor of Mr. James by referring to a misfortune which happened to the Illinois Central System before I became connected with it, when some of its officers conspired with outsiders to rob the Railroad Company of its revenues, in connection with the repairing of cars. I regret that Mr. Gary was not fair enough, since he thought it necessary to inject this affair into the controversy, to explain that as soon as the Company found out about these irregularities, that the officers responsible were promptly dismissed from the service and were later prosecuted. I am sorry that space forbids my going into the details of this unfortunate affair, but I think you will agree that it has nothing whatever to do with the merits or demerits of the James law suit—the thing which is under discussion now.

I quote as follows one out of the many illuminating passages in Mr. Gary's letter: "President Markham says that, by harassing the railroad with unjust damage suits the people are increasing their own burdens, as these expenses are loaded by his Company onto the shoulders

of the people in higher freight rates and increased charges." I will give \$1,000 to any charitable organization in Tallahatchie County, to be named by the editors of the newspapers published in the County, if Mr. Gary will prove that I made that statement. He knows that the railroad has no power to make its own freight rates. He knows that the freight rate making power is vested entirely in the State Railroad Commission and the Interstate Commerce Commission. What I did say was that the taking of the revenues of the railroad in unjust damage suits "reduces the ability of the railroad by exactly the amount of money thus taken to provide facilities for the permanent use, convenience and safety of the public." In other words, it reduces the ability of the railroad to improve its track, provide better depots, buy new equipment and build new lines, but it cannot affect freight rates. If Mr. Gary had wanted to be frank with you about the Charleston depot, he would have explained that although the Charleston line has never been self-supporting, the Railroad Company was perfectly willing to enlarge and improve the depot at Charleston, and that the principal delay was because the people of Charleston could not agree in regard to where the depot should be located; also that this improvement was well under way, in fact, nearing completion, at the very time Mr. Gary's letter was written and published.

Mr. Gary says he has heard many of the Yazoo & Mississippi Valley Railroad Company's employes threaten the people of Tallahatchie County since the trial of the James case. I assume he is not more correct in this statement than he was in his statement in regard to freight rates. I wish it understood that I have no quarrel with the people of Tallahatchie County. I do not hold them responsible for the James case, although Mr. Gary has made a mighty effort to connect them with it.

Yours truly,

C. H. MARKHAM.

Courtesy

A. E. Clift, General Manager

IN assuming the duties of General Manager of the Illinois Central System, after twenty-nine years of service scattered over every part of the property, the thought which is uppermost in my mind is what we—the 55,000 employes—can do to make ourselves more efficient to the railroad, to the end that the railroad may render better service to the public. Such questions as keeping up the track, furnishing good equipment, speeding up the movement of freight cars and running trains on time are questions of vital importance, but to my mind there is another question which towers above them all, and that is the question of COURTESY toward the public on the part of our officers and employes. If our officers and employes are not courteous to the public, the use we have for a safe track and good equipment will be limited. The best advertisement for a railroad is the reputation of having courteous officials and employes. Our business is to serve. If we please those whom we serve, the demand for our service will become greater and greater. Therefore, the big question which we should study and try to master is how to handle our affairs so as to leave a good taste in the mouth of the public. I trust that every officer and employe of the Operating Department realizes to the fullest extent the importance of courteous treatment of the public. I hope that they will preach and practice COURTESY, which means the giving of polite and civil answers to all questions, cultivating the art of being agreeably accommodating and bearing in mind at all times that the man worth while is the man who can smile in the midst of storm, as well as sunshine. There was a time when some high railway officials did not consider it necessary to go out of their way to try to please the public. That day has passed. A new era has dawned. The magic word on every successful railroad at the present time is COURTESY and the railroads which have the most courteous officials and employes are the ones which are most prosperous and which shall continue to be the most prosperous. I care not how much ability a railroad employe may have, if he lacks COURTESY in his department toward the public, he is a failure. Let COURTESY be the watchword of every official and of every employe. Let us all vie with each other in radiating COURTESY. Let us strive to make the Illinois Central famous as the railroad which has the most courteous employes of any railroad in existence. If we succeed in doing this our future will be secure and the future of our Company will be great with promise. Do not let us forget that we are dependent upon the railroad and that the railroad is dependent upon us, and that one cannot exist without the other. The interests of each are so intermingled with the other that they must be regarded and treated as one, and not to do so will prove fatal to the success of both.

If I were asked to state what I believed to be the most valuable trait of character in an employe of the railroad, the trait most likely to attract attention to him and result in his advancement, I should unhesitatingly say—COURTESY.

Letter from General Manager T. J. Foley

Chicago, Ill., July 10, 1917.

TO TRAINMEN AND ENGINEMEN :

One of our conductors discussed the railway situation with a prominent farmer. The conductor knew all about the Illinois Central property and management. He impressed the farmer, who repeated the substance of what the conductor had said to a local merchant. Our Superintendent called on the merchant in the usual course of business and found him in the midst of a heated conversation with a politician. The merchant was trying to impress upon the politician that a broad policy toward the railroads benefited everybody, and that a narrow policy injured everybody. The politician left the merchant and the Superintendent together. The merchant explained that he had gotten his inspiration and his facts from the prominent farmer. The alert Superintendent made it a point to get acquainted with the prominent farmer and learned that he had formerly been very antagonistic to the railroads and had been changed completely by the interview which he had had with the conductor.

The thought occurred to me that perhaps the management was to blame for not giving trainmen and enginemen something to talk about. We would like for them to do a good deal of talking, for we recognize the fact that they are both able and willing to do it. Therefore, I have concluded to give them little bits of information about our Company from time to time, and I am going to ask that each trainman and each engineman consider that he has been constituted a committee of one to talk about the Illinois Central to the public. If each should talk with only two or three persons each month about the needs of the railroads, it would do a great deal of good.

The Illinois Central Railroad System operates 6,150 miles of railroad, with additional tracks and sidings of 3,600 miles. These lines are located in fourteen different States. The capital stock of the Company is \$109,296,000.00. There are 10,025 stockholders, 4,000 of whom are women. The par value of the average holding of stock is \$10,902.00. The Company owns 1,610 locomotives, 1,560 passenger cars and 67,600 freight cars. It operates an average of 1,504 trains per day, 770 of which are passenger and 734 freight.

The total number of employes averages 54,000 and their wages are approximately \$3,450,000.00 per month. Increases in wages granted since January 1, 1917, amount to more than \$400,000.00 per month.

During the year ended December 31, 1916, the Company used 4,230,427 tons of coal, which cost \$4,646,450.00 or \$1.10 per ton at the mines. At the present time the Company is paying an average of \$1.60 per ton for coal at the mines, which is an increase of 50 cents per ton, or \$2,115,213.00, compared with the cost of coal for last year.

The Company purchased switch engines in January, 1915, for \$12,399.00 each, and in February, 1917, the same class of switch engine cost \$26,756.00. In October, 1915, we paid \$22,163.00 for locomotives of the Mikado type, and in

February, 1917, we purchased the same type of locomotives at a cost of \$41,660.00. We are buying some Pacific passenger engines for delivery next November at a cost of \$43,000.00 each. Two years ago we bought the same class of engines at \$20,627.90 each. In October, 1915, we bought refrigerator cars at \$1,279.00 each. In April, 1917, the same class of cars cost us \$2,600.00 each. In 1914 we paid \$860.00 each for box cars. The same class of cars at present cost \$2,450.00. For years we have paid \$30.00 per ton for new steel rail. Recently we bought 2,000 tons of second-hand rail, for which we were compelled to pay \$45.00 per ton. There has been an enormous advance in the price of frogs, switches, machinery, tools and, in fact, all the different kinds of material which the railroad is compelled to have in maintaining its track and equipment.

The operating revenues of the Company for the past six months have averaged \$8,280,000.00 per month, divided as follows: Freight service, \$6,280,000.00; passenger service, \$2,000,000.00. For the same period, operating expenses averaged \$5,975,000.00 per month, or 72% of the revenue received. Taxes and interest on bonded indebtedness are at the rate of \$1,100,000.00 per month. Dividend requirements at 6% per annum amount to \$550,000.00 per month, leaving \$655,000.00 per month for additions to, and improvement of, the property. Gross earnings at the present time are the largest in the history of the Company. Fixed expenses are also the largest in the history of the Company.

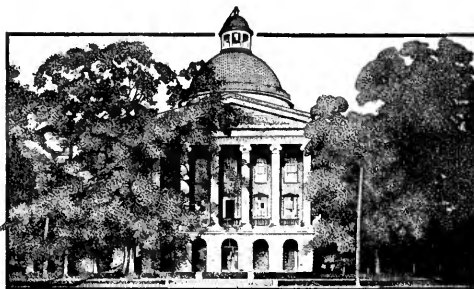
The Company needs larger terminals, more power, more cars and enlarged facilities generally in order to take care of the constantly expanding business. Briefly stated, the Company's condition is this: If business continues at the present rate, vast enlargement of facilities will be required. The present surplus of \$655,000.00 per month, during this period of peak business, is entirely inadequate to justify unusual commitments. On the other hand, if there is a lull in business and earnings fall off, the fixed expenses must come down. The problem is, how can they be gotten down? In either case the outlook is not encouraging.

It should be borne in mind that our condition is better than that of many railroads, but even in our case the situation is perplexing. If the railroads are not allowed to lay by stores in fat years, like all other business institutions, what is to be their lot in lean years, which are as certain to come as that night follows day?

Yours truly,

T. J. Foley.

General Manager.



Transportation and Military Movement

Address by Lieut.-Col. A. B. Ladue, U. S. A. at Macon, Central of Georgia Staff Meeting

It is a pleasure for me to be here this morning and to have this opportunity to address you on this subject. I regret that I did not have more time to prepare my address in a more consecutive form, and to get it in shape so that I could stand up and deliver it without reference to notes. Under the circumstances, as my notice was very short, I shall be obliged to refer quite frequently to my notes, and, in fact, I shall read a good part of what I have to say to you.

The occasion of my being here was a request from the president of the Central of Georgia to General Wood that some one be sent here to address this convention on the general subject of transportation in connection with military movements.

Transportation in connection with military movements, partakes, of course, of the essential elements of transportation for any purpose. It is a matter of moving men and military supplies. You are all familiar with ordinary transportation methods; and it is simply to call your attention to some of the particular requirements that must be met in the case of military movements that are different from the ordinary commercial requirements, that I am here today. While these principles of which I shall speak apply to all military movements in time of peace and in time of war, my remarks will be addressed particularly to the requirements in connection with the movements of large bodies of men and large quantities of supplies under consideration and in contemplation.

As you all know, the United States is now face to face with probably the most serious emergency, the most serious moment in all its history. We are up against the strongest military power in the world, a power against which we, single handed, are not now in readiness to make war. We might even say that but for the protection which the allied fleet and the allied army are giving us we would be helpless. We are without enough soldiers and munitions; and except for the allied fleet and the allied army, our enemy would have been able by now to go as far into the interior of our country as he cared to go. We would not have been able to stop him. We are not prepared for that sort of thing. Let us hope that before another such emergency may come upon us we will be in shape to meet it.

We were forced into this war contrary to the wishes of the people, contrary to the wishes of the administration; but we are in it, and there is but one way out of it, and that is to go through and get out at the other end. We cannot get out of the same hole we went into. To do this we must put forth all our strength, industrial strength, military strength, agricultural strength and transportation strength. Upon all these elements our success depends; not only our national self respect as a nation, but even our existence, our national integrity.

We propose to meet this situation by raising, equipping, concentrating and training an army of from one million to two million men. We must transport these men and their equipment and supplies to the points of concentration and training, later to the points of embarkation, and then to the battlefields in Europe. This is an enormous problem, and requires the most earnest co-operation and effort of all concerned.

As citizens, you are interested in the question of obtaining these men, providing their arms, munitions and supplies, and meeting the expense of the undertaking. But it is not of these subjects that I shall address you. As railroad men you are immediately concerned with transporting these

men to their concentration camps, transporting supplies, munitions, all sorts of equipment, food, forage, and other things necessary to maintain them during the period of training, and finally transporting the trained men in large masses to the seaports where they can be embarked for Europe. To accomplish these things successfully will require the most earnest co-operation of all who are concerned in it.

The differences between commercial transportation and transportation for military purposes are largely, in fact, entirely I may say, the consequence of the fact that for the purposes of administration, supply, and handling on the battlefield, military forces are organized into bodies, each unit complete in itself for all purposes, and these smaller units organized into larger units of increasing size until you reach the army, which is the largest body which will be gathered together for any purpose.

The smallest units is the company, troop or battery, which is a unit for administrative and tactical purposes. The next is the battalion or squadron—the battalion for infantry, artillery and engineers, and the squadron for cavalry—which is a unit for fighting and tactical purposes. The next is the regiment composed of three battalions, with the addition of machine guns, headquarters and supply companies, forming a complete administrative and tactical unit. Regiments are formed into brigades, finally into divisions. The division is the great basic unit for supply and tactical purposes. It is the smallest unit embracing all arms, and is composed of infantry, artillery, engineers, signal and aero units, and hospital units—in short, everything necessary to make a complete fighting force. The division is the unit with which we shall have to deal in connection with the contemplated concentration camps. These camps throughout the Country will be divisional camps. In some camps additional troops will be organized into smaller units, but of these I will not speak at present. For service in the field, divisions are united into army corps, consisting of one or more divisions, with certain auxilliary troops, and corps are combined to form armies.

The composition of these various units is laid down in tables prepared by the War Department, from which I will read:

TABLES OF ORGANIZATION.

INFANTRY.

	Company	Battalion Hdq. and 4 Cos.	Regiment Hdq. & Hdq. Co. Machine Gun Company Supply Co. 3 Battalions Medical and Chaplains	Brigade Hdqs. & 3 Regiments Medical Detachments
Officers	3	14	56	172
Men.....	150	600	2002	6021
Aggregate	153	614	2058	6193
Wagons .....	.....	.....	27	83
Motorcycles .....	.....	.....	.....	6
Horses .....	.....	3	69	219
Mules .....	.....	.....	143	437
Machine Guns .....	.....	.....	6	18

CAVALRY.

Troop	Squadron Headquarters 4 Troops	Regiment Hdqs. & Hdqs. Troop Machine Gun Troop Supply Troop 3 Squadron Medical and Chaplains	Brigade Headquarters and 3 Regiments Medical Detachment Chaplains	
Officers	3	14	59	181
Men	105	420	1520	4575
Aggregate	108	434	1579	4756
Wagons	-----	-----	37	113
Motorcycles	-----	-----	-----	6
Horses	108	435	1541	4635
Mules	-----	-----	187	569
Machine Guns	-----	-----	6	18

ARTILLERY.

Battery	Battalion Headquarters and 3 Batteries	Regiment Hdqs. and Hdqs. Co. Supply Co. 2 Battalions Medical and Chaplains	Brigade Headquarters and 3 Regiments Medical and Chaplains	
Officers	5	17	47	145
Men	190	570	1294	3885
Aggregate	195	587	1337	4030
Guns	4	12	24	72
Other Artill'y Vehicles	15	45	94	282
Wagons	-----	-----	21	65
Motorcycles	-----	-----	-----	6
Horses	163	492	1127	3393
Mules	-----	-----	94	290

ENGINEERS.

Company	Battalion Headquarters 3 Companies	Regiment Headquarters and 2 Battalions Medical and Chaplains	
Officers	4	14	37
Men	164	499	1061
Aggregate	168	513	1098
Wagons	-----	-----	27
Horses	40	130	292
Mules	8	24	161

EQUIPMENT.

	Standard Sleeper	Tourist Car	Baggage Car	Box Car	Flat Car	Stock Car	Total Cars
Regiment, Infantry.....	2	46	5	10	9	12	86
Regiment, Artillery.....	2	31	5	14	47	68	167
Regiment, Cavalry.....	2	37	5	18	13	96	171
Regiment, Engineers.....	2	26	3	10	9	26	76
Battalion, Signal	1	6	1	3	6	14	31
Division without Trains..	35	605	76	175	296	461	1648
Divisions with trains							
Wagon	41	661	89	230	551	655	2227
Division with trains							
Motor	41	663	89	237	676	520	2262

Note. The equipment required to move the division and smaller units has been worked out by the officers of the Quartermaster Corps. The figures for some of these units are given in the above table.

When you consider that a division must be accompanied by its ammunition, its animals, its forage, its rations, its baggage for the men, its wagons, guns and other vehicles, its various outfits for use in camp, all its supplies that make it independent and able to keep the field, you will realize what a large question of transportation is involved in supplying this division and in moving it from place to place. To move such a body you must have Pullman sleepers for the officers; tourist sleepers for the men, if they travel by night, or day coaches if they travel by day; baggage cars, freight cars, flat cars, and cattle or stock cars; practically all kinds of equipment used by the railroad except tank cars. Smaller units require equipment in proportion. The transportation problem as presented in this department will deal with units of all sizes, up to the division.

The first great problem will be moving the men and material to the various points of concentration. The troops will not be under canvas, but will be in frame buildings with tar paper roofs. It will first be necessary to place quantities of construction material on the site of the camp. The problem will be the ordinary commercial problem of moving large quantities of material. Then will come the problem of moving the men and their equipment to the camp. They will come to the concentration points in units of various sizes. Then we shall have the problem of supplying these men while in camp and finally their movement to the port of embarkation.

In the figures I gave you a moment ago for a division, I assumed that the supply wagon would be drawn by animals. It is very probable that motor trucks will be used largely for this purpose. This will add a considerable number of motor trucks, but will reduce the number of animals. You must add the remounts to replace the animals used up during the period, so you will still have approximately 30,000 men and 12,000 animals.

Like the movement of materials to the site, the movement of supplies for the troops while in camp will be essentially the same as the commercial problem. It will be simply a question of supplying all the needs of nearly 30,000 men and perhaps 12,000 animals included in the division and its trains. As the division is the units of organization, administration and supply, all passenger and freight movements must be centralized at one receiving and distributing center, under charge of a quartermaster. Here, there must be ample side track facilities, platforms for handling passengers and baggage; elevated platforms for handling freight ramps, for handling animals, with ample getaway arrangements, suitable arrangements for loading and unloading heavy guns and vehicles, and other facilities for the large and varied business that must be handled. The arrangement for the facilities will be a question for the quartermaster and construction department. You will also need large quantities of cars of various classes for handling the freight as it comes in. The cars must be placed with consideration to convenience in handling the goods from the point where they leave the cars to the points where they will be required and to avoiding confusion and delay.

Each class must be unloaded at the proper place. Shipping officers will facilitate this as far as possible by segregating shipments, and by marking each car with the class that it contains. It is roughly estimated that the regular supplies for a division camp will average at from 300 to 500 tons per day, or from 20 to 30 carloads. On some days the arrivals are likely to run 40 or 50 carloads, or even more. This is for freight alone, and takes no account of troop movements.

But it is not so much of this problem, important as it is, that I wish to speak. It is rather, of the movement of troops, in complete units, both during the camp and when the troops move to the point of embarkation after the training period. Here we shall have the greatest problem, the greatest danger of confusion and delay, and the greatest need for careful co-ordination and co-operation by all con-

cerned. If it were merely a question of transporting so many men, so many horses, and so many pounds of baggage and freight, the problem would not present any serious difficulty to you as railroad men. You would know exactly how to handle it. You would segregate your men in passenger trains and segregate your animals in stock trains. You would put your baggage in the baggage cars and your heavy freight in freight trains, and ship them all individually and separately. That, however, is not possible in military movements. Each military body is a special unit for a special purpose, and equipped for that purpose and that purpose only. It carries exactly what is necessary for that purpose and nothing more. If it is separated even for a short period of time from any part of its equipment, its efficiency suffers. The company, for example sleeps, eats, drills and trains together as a unit, and gets all of its supplies together. If any of the men are separated from the company there is no convenient way to supply them. If the supplies are separated from the company, there is no convenient way to supply its needs. The battalion is simply a fighting unit. It is composed of four companies because that is the most convenient number for the purpose. If one company is separated from the battalion it is not as efficient as if all were together. In the same way, a regiment is divided into three battalions for fighting purposes, but the regiment is the administrative or supply unit, and if a battalion is accidentally separated from the regiment it may find itself without its supplies and medical and hospital facilities. The regiment is complete in itself, with its machine guns, mounted scouts, supply wagons and medical officers, all needed for its efficient operation; and no part of this organization can be left behind without impairment of its efficiency and self-sufficiency. This is true of the other units. Each must be kept together. The men must be kept together and their equipment must be kept with them. They must have their rifles and ammunition, their animals, their field kits, their supplies and their rations. The cavalry must not be separated from their horses. The artillery must not be separated from their guns. All must have wagons to carry their rations and baggage and animals to draw them and forage for their animals.

You will appreciate the necessity of keeping these organizations and their equipment together when you consider that troops in the field carry their homes and all their belongings with them. When they move they must perform their own labor in loading their freight, and in unloading at the other end of the line. The organization commander is both the shipper and the consignee. He must see that the cars are placed, that the property, animals and wagons are loaded, and that the men get on board, and then at the destination he must reverse the operation.

For example, consider the movement of the smallest infantry, the company of three officers and 150 men. The company has no wagons regularly assigned to it, but regimental wagons supply the company. For this unit alone, a baggage car or two, and three or four coaches or tourist sleepers would be sufficient. This train would be essentially a passenger train. The tents and baggage, equipment, rations, supplies and ammunition would be loaded by the troops, and the men would then be ready to take their places. It is a matter of a few moments only. Arrangements for cooking can be made in part of the baggage car.

Consider the movement of a battalion consisting of headquarters and four companies, a total of fourteen officers and six hundred men. You now introduce animals and wagons when a battalion is acting as a separate unit. A battalion will have its rations and forage, books and papers, kitchen outfit, ammunition and reserve supplies, horses for mounted officers, and if it is separated from the regiment, its wagons and mules, if any part of this outfit is left behind

or goes astray, the battalion will be in difficulties. When the orders come for a move, the commander must arrange through the quartermaster for the necessary cars, for placing them for loading, and for marking on each the proposed contents. He must then assign the cars to the different classes of property, have the freight loaded by the troops or by details from the troops, put the horses and wagons on board, and when all is loaded he must put the troops on the cars ready to move. At the destination the process is reversed and the property taken to the camp.

As a rule, one train or section will be required for a battalion, composed of day coaches or tourist sleepers for the men, baggage cars, flat cars for the wagons, box cars for the heavy freight, animals and rations, and a kitchen car if such is available. Otherwise a section of the baggage car must be partitioned off for cooking. Day coaches will be needed for the men if the journey is completed in a day, or tourist sleepers if the journey runs through the night. All this equipment should be run in one section, though to the railroad man, accustomed to the separation of traffic, this must seem a strange procedure.

Take now a regiment of infantry, consisting of headquarters, three battalions of four companies each, a headquarters company of one officer and fifty-eight men, twenty-six of who are mounted, a machine gun company of four officers and seventy-four men, eleven of whom are mounted, with six machine guns and twenty-four pack mules to handle, and a supply company of two officers and thirty-seven men, eleven of whom are mounted, with twenty-seven wagons and one hundred and twelve draft mules, making a total of 56 officers, 2002 men, 27 wagons, 212 animals, and 6 machine guns, with tents, baggage, rations, ammunition, forage and other miscellaneous property and supplies.

At the risk of repeating myself, I will remind you once more that this regiment is a complete unit. It is supplied as a unit. It draws its ammunition as a unit. It draws its forage and rations as a unit. It acts as a unit all the way through. It has everything that is necessary, and everything that it has must be on hand for administrative and supply purposes, and for action. The machine guns, mounts, supply wagons and ambulances must be there for efficient operation. If the food goes astray the men will have nothing to eat. If the tents go astray they will have no place to sleep. They must be provided for. The men cannot be scattered around through boarding houses. The animals cannot be obtained from livery stables, and the men cannot buy ammunition in the hardware stores. Everything they need has got to be with them. For that reason military trains must be mixed trains. They must carry the baggage, food, forage, ammunition and tentage as well as the men. As a rule, it will require from three to five or six trains or sections to carry a regiment;—one section for each battalion, and one possibly more than one for the supply and machine gun companies, animals and wagons.

In the movement of the larger bodies, we have more men, more animals, and a greater quantity of baggage and provisions, and the movement becomes more complicated. Picture the situation. Here we have the men in camp, which is their temporary home, with all their equipment, their ammunition, their food, their bedding, their tents, their animals and their wagons. Everything is complete. We are to pick this outfit up, load it on the trains, take it to another part of the country and set it up complete, without unnecessary hardship, without unnecessary delay, and without losing any part of the outfit, place the outfit complete in another place ready for business.

The commanding officer receives his orders for the move. He prepares his schedule of equipment required and has it placed. He has his baggage packed, his tents taken down and rolled up and makes a list of all packages that are to go, arranges for hauling the property to the loading place, loads it into the cars, or

makes arrangements to have it loaded, putting in first the articles that will be the last to be needed on arrival, and putting in last the articles that will be needed first; gets his animals and wagons aboard; and when all is loaded, he assembles the men and places them in the cars to which they are assigned. On arrival the process is reversed; the men disembark, take off the animals and wagons, get off the rations which they are going to use immediately, send the tents to the camp, with details to erect them, so that by the time the men unload the rest of the property the camp is well along towards being ready for occupancy.

In the other branches of the service the procedure is essentially the same. The cavalry has its horses to take care of, the artillery horses and guns. Engineers have horses and map and tool wagons, and sometimes a bridge train, consisting of a number of heavy wagons with pontoon boats and other material used in bridge construction. The signal organizations have their telegraph and telephone carts and their wire reel carts; the Hospital Corps, their ambulances and equipment for field hospitals and dressing stations; the aero squadrons, their aeroplanes and motor trucks. Provision for handling all these various articles must be made.

When you get to a division you will have all these various elements, and, in addition, a large number of animals and wagons, or motor trucks, comprising the division supply, ammunition, sanitary, and engineer trains. Each of these units is essentially complete to perform the functions necessary to the well being of itself and the other portions of the command to which it is attached.

If the cavalry is separated from its horses it is unable to perform the functions of cavalry; if you separate the artillery from its guns it is useless. To illustrate, there have been cases of artillery being sent into action without any sights for its guns and under these circumstances the use of the guns is simply guess work. Cavalry has been shipped without horses, and thus could be used only as infantry. During the Spanish war the engineers took a bridge train to Cuba, but it went on another vessel and the engineers never did get it until after the war. On some occasions troops armed with one gun found themselves with ammunition for another; their own ammunition had gone astray. Instances of this sort could be multiplied, but it is hardly necessary. I think I have stated to you enough to impress upon you the reasons why in a military movement the men should go with all their equipment and baggage, and the difficulties that are likely to arise if they are separated. We realize that this introduces difficulties in railroad operation, but these difficulties, I am sure, will be met, and less harm will ultimately result than if we attempted to adopt our methods to railroad procedure. The problem of moving a large military command is essentially the same as that of moving a large circus, which, no doubt, you have had experience, and it must be handled in the same way.

The division is the basic unit, and it will require a large amount of equipment to handle it. It will have to move from the camp to the port as a unit, or, rather, as an aggregation of smaller units, each complete in itself. The movement will probably take the form of a number of separate and distinct battalion trains or sections, four or five battalion sections making one regiment train, several of which will make up a brigade movement, and several of the latter a division movement. Of course such a movement requires some time to accomplish, but the division will necessarily be transported as rapidly as possible, because when embarkation does occur, large bodies of men will be placed on the docks in the shortest time and shipped with the least possible delay. Each different division, with infantry, cavalry, artillery, engineers, and other units will be complete as already outlined, with men, horses, guns, ammunition, forage and rations and baggage for them. We cannot send all the wagons, or all the ammunition, or all the rations for the division in one train, because that would separate the

articles from the men. It is necessary that each organization be held complete and intact ready for operation.

I will not take the time to go into the complete arrangement necessary for handling these men at each camp. These arrangements are a matter for the construction department and the quartermaster's department. But enough has been said to show how complete these arrangements must be and how closely all parties must co-operate to insure their success.

To show more fully the army side of this question, I would like to read a few extracts from the regulations of the quartermaster's department, which has charge of all transportation for the army in the rear of the field of operations. When we get to the field of operation, where there are military trains, then we run into the province of the engineers, who have charge of the construction and operation of military railroads beyond the point where the commercial railroads reach. The quartermaster will have charge of the transportation over the commercial railroads up to the point where the military roads take over the duty.

The first regulation that I will read is one of the statutes of the United States.

3342. In time of war or threatened war preference and precedence shall, upon the demand of the President of the United States, be given over all other traffic to the transportation of troops and material of war, and carriers shall adopt every means within their control to facilitate and expedite the military traffic. And in time of peace shipments consigned to agents of the United States for its use shall be delivered by the carriers as promptly as possible and without regard to any embargo that may have been declared, and no such embargo shall apply to shipments so consigned. (39 Stat. 604).

3342. In time of actual or threatened hostilities within the theater of operations, the Corps of Engineers has charge of the construction, maintenance and repair of roads, ferries, bridges and incidental structures, and the construction, maintenance and operation of railroads under military control, including the construction and operation of armored trains. (A. R. 1493, 1913.)

3441. The movement of troops and their equipment over commercial railways is the function of the Quartermaster Corps who plan and prepare for the move in conformity with regulations and orders from competent authority. (F. R. S. 388, 1914.)

3442. An order for the transportation of troops by rail should designate the shipping Quartermaster when there is any doubt whose duty it is to furnish transportation.

In drawing up orders for the movement of troops by rail, the following points should be clearly stated:

- (a) Date, place of entraining, destination, route to follow.
- (b) Hours of departure of trains, time at which troops should reach the entraining place, route that they should follow.
- (c) Details in regard to feeding of troops and watering and feeding of animals en route.
- (d) Places of assembly near entraining and detraining stations.
- (e) Schedule showing assignment of troops, animals, and vehicles to different trains.

Troops will not occupy railway buildings or use the railway facilities or property without authority from the Railway staff officers. (F. S. R. 400, 1914.)

3445. Two estimates for rail transportation (Q. N. C. Form 469) will ordinarily be required when organizations are moved by rail. The first is a preliminary estimate, giving the shipping quartermaster the data to enable him to order the necessary cars and have them properly placed, and the final one is an exact return of the officers, enlisted men, civilian employees, animals and vehicles.

Separate estimates are necessarily required for each train section. They should give, in each instance, the following data :

- (a) Organizations and headquarters.
- (b) The number of the train section (No. 1 being the first to depart, No. 2 the second, etc.)
- (c) Destination.
- (d) Name of train quartermaster.
- (e) Authority for the movement.
- (f) The number of officers and enlisted men, separately for each arm and corps, and omitting live stock attendants.
- (g) The number of Civilian employees, omitting live-stock attendants.
- (h) The number of live-stock attendants.
- (i) The number of public mules, public horses, and authorized private horses, separately for each.
- (j) The number of wagons, ambulances, guns, caissons, and other vehicles, separately for each.
- (k) The approximate total weight of organization property, household goods and checkable baggage, separately for each of the three items, should also be shown in the preliminary estimate, but not in the final one, such information being then given in the shipping lists and invoices (Pars. 3496 and 3497).

3449. In interdepartmental journeys where haste is essential, the routing and preliminary arrangements for railroad equipment will usually be made direct by the Quartermaster General. The railroads and department and post quartermasters will be advised of his action. This action will be taken with a view to expediting the supply of equipment, and the local quartermaster will follow the matter to its conclusion and see that the equipment is furnished and placed at the desired point for loading.

3453. In expedited movements bids need not be invited. Preliminary advice should be furnished the carrier orally, or by telephone or telegraph, but in any event a letter of advice will be furnished the carrier.

The following sample letter covers the general case :

Office of the Quartermaster, }
Fort.....1916. }
From: Quartermaster.
To: (Superintendent or Agent).....Railway Co.
Subject: Transportation.

1. It is requested that the.....Railroad Company furnish transportation fromto.....VIA.....for approximately the following

-Officers.
-Enlisted men.
-Pounds of freight.
-Animals.
-Vehicles.

Officers to be furnished one berth each in standard sleeper; the enlisted men to be accommodated three to a section in tourist sleeper.

2. It is estimated that the following equipment will be required :

-Pullman sleepers.....section each
-Tourist sleepers.....section each
-Baggage cars with end doors
-Kitchen cars.
-Box carsfeet long
-Stock carsfeet long
-Gondola carsfeet long with

drop end.

If tourist sleepers are not readily available, coaches should be substituted on the basis of one man to each double seat, and an endeavor made to secure the tourist sleepers and transfer the man thereto at a convenient place en route. (*See below.)

If end door cars are not available, (readily) substitute an equal number of solid-end baggage cars.

If drop end gondolas are not readily available, solid-end gondolas will not answer, but an equal number of flat cars should be supplied.

3. It is desired to get the troops under way as soon as practicable, and it is therefore requested that delivery of the equipment be expedited. It is estimated that the first train section will be ready to leave about o'clock,19...., and will be followed as rapidly as possible by the other sections.

4. It is understood that 150 pounds of personal checkable property per capita belonging to officers and men will be carried free. Sufficient space to be reserved in baggage cars free of charge for subsistence en route. The men to be allowed to take their arms and necessary hand baggage for their journey with them in the passenger cars without charge.

All cars to be of standard quality and in good order and sanitary condition; passenger cars to be properly, watered, † lighted and heated; stock cars thoroughly cleaned and bedded with clean earth, sand preferred; all equipment to be placed at point of embarkation in time for inspection before movement; freight cars to be placed in readiness at the most convenient points sufficient in advance of passenger cars to admit of the loading of freight and preparations of bills of lading prior to the embarkation of troops.

5. It is requested that this office be notified promptly as to whether or not your company will furnish the above described transportation.

In case your company can furnish the transportation, information is also desired as to date and hour equipment will arrive and be ready for use. Upon receipt of this information you will be furnished instructions as to placing of cars and making up of trains.

Name.....

Place.....

*When the approximate time required for the journey is 24 hours or less substitute the following:

If tourist sleepers are not readily available, coaches should be substituted on the basis of three men to each two double seats.

†In case of long journeys or when weather is excessively warm, request should be made to have extra cans or barrels of drinking water placed on car platforms.

For assistance in making up the schedule, the Quartermaster Department issues tables giving the capacity of the various classes of cars, which it is not necessary to introduce here; also detailed instructions for loading freight, artillery, carriages, wagons, ambulances, animals and so on. I will pass over these and continue with general regulations.

3458. Whenever organizations are moved by rail with their animals, equipment, and material, it is desirable that complete units be kept together in trains divided into convenient train sections. It is preferable to have trains of moderate size with good speed rather than long trains with low speed. If it is necessary to divide a train, some officers and men will accompany each section. The troops should not be separated from the animals if it can be avoided; but if the animals are shipped in separate sections selected detachments under officers accompany them, and such sections will precede the troops.

3459. For commands of four companies of Infantry, for one field Battery, for two troops of Cavalry, or larger movements, it is always better to arrange

for special trains made up to include the freight cars carrying the command's freight. This insures the arrival together at destination of the troops and property of the command, but will retard the movement of the troops themselves, as trains carrying freight cars cannot make the same rate of speed as those composed wholly of passenger equipment.

Under the most favorable conditions, a single section of a troop train should not consist of more than 20 cars.

Under ordinary conditions a section of a railway train will carry the following organizations at war strength: 1 battalion of Infantry, or 2 troops of Cavalry, or 1 battery of Artillery, or 1 company of Engineers with bridge train.

3460. As far as practicable the breaking of military units should be avoided, but as the size of the trains will be left to a great extent to the railroad officials, it will not always be possible to prevent it; and in case units are to be broken, it is essential that the commanding officers know in advance how their troops are to be carried, in order that arrangements can be made for provisioning and caring for the troops in each section.

3492. The general rule for loading property is to put in first such articles as will not be immediately needed on arrival at destination.

The following order should be generally observed in loading:

1. Company property, equipment and supplies not needed in transit (in box cars, locked and sealed by railroad officers prior to departure of train):

- Company property.
- Property of officers and men.
- Ammunition.
- Rations.
- Sanitary stores.
- Tentage.
- Cooking utensils.

2. Transportation (on flat cars):

- Guns and Artillery Carriages.
- Pontoons.
- Wagons, etc.
- Ambulances.

3. Forage (in box cars).

4. Checkable baggage, rations for use en route, and arms (in baggage and kitchen cars, under guard).

5. Animals (in stock cars).

6. Men (in coaches or sleepers).

By this arrangement the articles needed first will be unloaded first. The cars should be allotted, marked and loaded as prescribed. If the organization is to be shipped in two or more sections, see that the proper baggage cars accompany each section, so that when an organization arrives in camp its baggage will be with it. At least two men should be in each unsealed car containing baggage or rations.

The following paragraphs on Entraining and Detraining Troops are taken from the Field Service Regulations of the United States Army (1914).

393. Loading and Entraining. At the proper time loading is begun and is carried on, usually by the troops, pursuant to the orders of the commander. Heavy property may be loaded by details before the arrival of the troops.

Artillery and other carriages are made secure by lashings and by nailing blocks of wood to the flooring under the wheels.

The arrival of troops at the station should be timed so that there will be no delay in waiting for cars. When the barrack, camp, or bivouac is not more than

a mile from the station, troops are not required to fall in until notice has been received that the cars are at the station and have been inspected and assigned. The command is then marched to the train and the property and animals loaded. The organizations are then marched opposite their cars and entrained.

401. Detraining and Unloading. The train schedule is arranged, when practicable, for arrival at destination in the morning. The troops are notified in time to prepare for detraining. The officers and guard are the first to leave the cars. The commander meets the staff officer sent to the train, receives instructions, if any, gets his bearing, and orders the troops to detain. As soon as the passenger coaches or sleeping cars are empty, the quartermaster, or a specially designated officer, accompanied by the conductor, if practicable, makes an inspection of the cars and notes their condition; the result is reported to the commander.

The troops procure their field kits and march to camp without delay, leaving suitable details to unload and bring up the property. If the camp is distant, arms are stacked, and a part or all of the command unloads the train.

The instructions to the commanders and to the quartermasters are quite in detail and quite complete, as already indicated by the extracts I have read from the quartermaster's instructions. Essentially, however, they are based on the principles to which I have already referred; that is, the organizations must be kept intact; and that all their property, supplies, animals, and ammunition must be kept with them. All must go together as complete units. Regiments may be divided into battalion units. Battalion units may be divided into company units, but the company must be complete. However you sub-divide them, the subdivision must be complete in all respects as far down as you go. I will say again that from the largest army aggregation, which is the division, to the smallest, each one must be complete in itself.

The successful handling of such a movement as this, with the large bodies of men now under consideration, will be a large question of transportation, and upon the success of the measures taken for this purpose will depend very largely the success of the movement. To make it a success will require the best effort and the most earnest co-operation of all concerned. The military authorities feel that they can count on this co-operation from all connected with the railroad service. It is the common cause of the American people. We are working in one way to perform one part of the work, and you are working in another way to perform another part of the work. We are all working for one purpose, and I am sure that we can count on you, on all your men, and on all men like you, to carry out these operations to a successful conclusion. Some regulations may seem different from what you are accustomed to, and the service may seem hard and strenuous, but we know that whatever may be the call that you will rise to it, and we are going to carry this thing through in all its details. I thank you, gentlemen.

Mr. G. L. Candler: In explanation, Col. Ladue, we are gathered here, as it is our custom to do periodically, to discuss questions connected with the every day operation of the line we represent. There are representatives here from all departments of our company, and on the part of each one of them, and on the part of the management, I desire to extend to you our sincere thanks for the very interesting and very instructive address you have given. I am sure that we will profit by it.

I simply want to give you the full assurance that the Central of Georgia Railway Company is going to give you the heartiest co-operation. We are too old to bear arms, most of us are, but if it is necessary we will do that. We do know that there are some things that we can do, whatever we are called upon to do, we are going to do our very best. We have here at Macon what we call ample

and modern facilities; also, shops, car shops and yards, and if it is convenient while you are here, and we hope you will find it convenient, we want you to visit those facilities and see what they are worth. We again thank you for the trouble you have taken in coming here to address us. I know we will all profit by it, and I hope you will find it convenient to remain with us throughout the session.

Mr. L. W. Baldwin: I would like to say a word of appreciation. We have not appreciated what an enormous job it was, enormous piece of work, enormous undertaking, to move a division. I think some of us now fail to appreciate it, simply because the figures are so large that we have not been able to absorb them, and the task is so big that we have not figured out individually how we can perform it. I want to say further that I am sorry that every officer and every employee of the Central of Georgia did not have the same opportunity of hearing your address that we have had. I want to repeat what Mr. Candler has said, that all of us individually and collectively are for the government, and we are, each and every one of us, anxious to do our best. The reason I am particularly sorry that all of the rest of the men could not have heard you is because I know that we have men that want to do their best.

We have been discussing yesterday and today things in connection with the operation of our railroad. We spent a considerable time yesterday discussing the matter of handling freight. We were complaining at some length, collectively and individually, because we lost a box of books, but when we hear your address and hear of the loss of bridge trains, we feel that we were partially successful in losing only a box of books. We think that your address, more than any one thing, has impressed this body with the fact that we have got to fix the small things before we are called upon to perform the large things that we will be called upon to perform.

I want to take this occasion to say that I feel perfectly safe in assuring you that every employee of the Central of Georgia Railway Company, individually and collectively, is prepared to do his duty, whatever it may be.

THE DIVISION

	Head- quarters	Infantry 3 Brigades	Artillery 1 Brigade	Cavalry 1 Regi- ment	Engineers 1 Regi- ment	Signal 1 Bat- talion	Aero Squadron	Total Troops	Aggregate Division & Trains (Wagon)	Aggregate Division & Trains (Motor)
Officers	27	516	145	59	37	14	19	817	907	909
Men	123	18,063	3,885	1,520	1,061	245	154	25,051	27,346	27,422
Civilian clerks	3	.....	.....	.....	.....	.....	.....	3	3	3
Aggregate	153	18,579	4,030	1,579	1,098	259	173	25,871	28,256	28,334
Wagons	5	249	65	37	27	16	.....	399	1,009	493
Guns .....	.....	.....	72	.....	.....	.....	.....	72	75	75
Motor cars and trucks	6	.....	.....	.....	.....	.....	26	32	79	661
Motorcycles	21	18	6	.....	.....	.....	6	51	64	106
Aeroplanes .....	.....	.....	.....	.....	.....	.....	12	12	12	12
Ambulances .....	.....	.....	.....	.....	.....	.....	.....	.....	48	48
Other carriages .....	.....	.....	282	.....	.....	.....	24	306	323	320
Horses	130	687	3,393	1,541	292	186	.....	6,229	6,846	6,713
Mules	20	1,311	290	187	161	53	.....	2,022	4,875	2,587
Machine Guns .....	.....	54	.....	6	.....	.....	12	72	92	92

In round numbers, 30,000 men and 12,000 animals.

The division may have either the wagon trains, or the motor trains, but not both. Or it may have part wagons and part motor trains.

PUBLIC

OPINION



What the

World thinks

ROADS PREPARE FOR WAR CRISIS.

Transportation Chiefs Discuss Means of Overcoming Car Shortage

The railroads of the United States, not broken down but literally swamped with business, will be able to meet the great crisis which will come in the fall, when crops are moved and troops are being handled only if there is the closest co-operation between the railroads and shippers.

This was the consensus of opinion of speakers at a joint luncheon yesterday of representatives of the Chicago Association of Commerce, Illinois Manufacturers' Association, Traffic Club of Chicago, American Railway Association, commission on car service, Chicago committee, central manufacturing district and many railway officials at the Hotel LaSalle.

Suggest Many Remedies

The transportation men were brought together to discuss the problem of "making one freight car do the work of two." The general sentiment was that if conservation is employed the situation will be met. The remedies suggested were loading and unloading cars promptly, loading and buying full car capacity loads, and the ordering only of enough cars to take care of the needs of the shipper.

What the roads have already done, with the co-operation of shippers, was told by Samuel O. Dunn, editor of the *Railway Age Gazette*, who declared that there was no problem so vital at this time as conservation of railroad equipment.

"Here is the situation," he said. "Statistics—and they don't lie—show that on May 1 there was a shortage of 148,627 cars. On June 1 that had been reduced to 105,000, or by 30 per cent, and this took place in spite of an increase in business. This shortage is phenomenal. The largest previous shortage on June 1 was 8,000 cars, and that was in 1907.

Tells Cause of Shortage

"The transportation situation today is due to two things—the inadequacy of increase in railway facilities and to a wholly unprecedented increase in traffic. To increase facilities now is impossible. The railroads cannot get more than 100,000 cars which they ordered because the manufacturers are simply swamped with orders of various kinds.

"The roads will not be able to handle all the business offered them this fall, but there is one class of business that cannot wait, and that is war business. It must move. We will all have to make sacrifices, and how big these will be from the transportation viewpoint depends upon the officers of the government, the railroads and the shippers combined.

"But if the problem is to be met it must be solved by railroad men. There is an efficient committee now in charge and they must work unhampered. If the transportation system falls into the hands of politicians it will surely break down. The government must keep its hands off and co-operate to the fullest extent."

Big Ton Mileage

Mr. Dunn submitted figures to show that in the fiscal year 1916 the roads of the country carried 340,000,000,000-ton miles, an increase of 66,000,000,000

over 1915 and of 42,000,000,000 over any previous year. In the first four months of 1916 freight earnings were \$790,000,000, while in the first four months of 1917 they were \$853,000,000, an increase of 8 per cent and the largest traffic ever handled. To handle this traffic there was an increase of only forty-six locomotives and 11,000 freight cars. It was attained by increase in the train load from 637 to 703 tons and the freight car load from 24 to 26.4 tons.

To indicate the burden that railroads may expect when troops begin to move and army supplies are being sent forward, he pointed out that war time increased the business of the English railroads over 50 per cent and those of the French 100 per cent.

Have Cars Enough

J. F. Porterfield, general superintendent of transportation of the Illinois Central Railroad, declared that there are 2,575,000 freight cars in the country and that there is no question that this will be sufficient if conservation becomes a reality. He said the Chicago switching district presents one of the biggest problems of the war.

"The Illinois Central has already taken great strides," he said. "We have increased our car miles from twenty-six to forty-four per day, an increase of 69 per cent, and our load from twenty-five to twenty-seven tons per car. Our bad orders have been reduced to 5.1 per cent, against 9.6 per cent two years ago. This saving is immeasurable.

H. C. Barlow of the Chicago Association of Commerce, recently appointed a member of the division of car service of the interstate commerce commission, said that the carrying capacity must be largely increased. He said that cars should be loaded to 110 per cent of marked capacity and that the practice of the roads of taking part loads should be discontinued. He said four cars should now do the work of five.

New "Rule of Three"

"There are three big things to be done," he said. "First, unload cars at once and don't wait for free time to ex-

pire. Second, load promptly. Third, load to the visible carrying capacity.

"Transportation facilities have not broken down. We have simply flooded them. But they will break down if we fail to help with all our might. We won out last winter by all pulling together, but now the problem portends even greater. The very safety of the country may be jeopardized if we don't pull together. Let us fight Germany during the war and her alone and forget the troubles which have arisen between the railroads and shippers.

F. B. Montgomery of the International Harvester Company, presided at the luncheon, and among other speakers were D. I. Forsyth, vice-chairman of the car service commission of the American Railway Association, and W. S. Bode, vice-president of Reid, Murdoch & Co.

I. C. OFFICIALS PLAN CONSERVATION WEEK

To Reduce Damage and Expedite Freight Shipments.

150 ATTEND CONFERENCE

General Superintendents, Trainmasters and Agents Plan Co-operative Campaign to Promote Greater Shipping Efficiency

That the general superintendents, trainmasters, freight conductors and agents are responding enthusiastically to the appeal of President Wilson and Food Demonstrator Herbert Hoover for the conservation of food and the more efficient handling of freight during the period of war was patriotically manifested in the deliberations of more than 150 officials of the Illinois Central Railroad, who met at the Hotel Chisca yesterday to discuss loss and damage and to plan a more systematic co-operation to bring about more efficient service.

The conference was featured by the discussion of all problems relating to loss and damage to freight, both as to car load and less than car load lots.

The loss and damage to freight throughout the nation is staggering when considered from a standpoint of outlining a general campaign for conservation of foodstuffs. By the perfecting of a more efficient and systematic plan for handling foodstuffs over the railway freight lines, a great improvement could be wrought, especially at this time when all the food forces are needed by the government for our consumption as well as doing our bit toward feeding our allies.

Officials were urged by the speakers who addressed the conference at both the morning and afternoon sessions to get together so as to furnish better car service, so when the company is called upon to transport foodstuffs for the government that there will be no delays. To render any big service they were told that waste must be overcome, and the thousands of tons of foodstuffs entrusted to the company for shipment must be handled with a minimum of loss or damage.

Other meetings will be held at later dates to school the employes of the company in the plans discussed at the conference yesterday. Officials of the Y. & M. V. Railroad and other railroads have held and are planning to hold similar conferences so as to effect improvement on all roads in the country. Delegates to the meeting were instructed to take the food conservation gospel home and preach it to every employe of the road in their respective jurisdictions.

The conference was called by L. A. Downs, general superintendent of the southern division of the Illinois Central. All the delegates were from the southern division. Interest was added to the meeting by the attendance of several officials from the northern division.

Among the prominent superintendents, trainmasters, conductors and agents attending the meeting were L. A. Downs, general superintendent, New Orleans; J. L. East, loss and damage bureau, Chicago; T. E. Hill, superintendent, Louisville; J. M. Egan, superintendent, Fulton; A. D. Caulfield, superintendent, Water Valley, Miss.; G. E.

Patterson, superintendent, McComb City, Miss.; F. T. Mooney, superintendent, New Orleans; W. H. Bartlett, agent, Louisville; J. T. Donovan, agent, Paducah; G. E. Galloway, agent, Dyersburg, Tenn.; C. B. James, trainmaster, Louisville; J. B. Thomas, trainmaster, Paducah; A. W. Ellington, trainmaster, Jackson, Tenn.; H. B. Dezonias, trainmaster, Fulton; W. H. Petty, trainmaster, Durant, Miss.; E. Bodamer, trainmaster, Fulton; H. P. Campbell, trainmaster, McComb City, Miss.; L. Grimes, master mechanic, Jackson, Miss.; B. Herring, agent, Memphis; J. E. Rhodes, agent, Evansville, Ind.; J. D. Ladd, agent, Cairo; J. L. Morgan, agent, Jackson, Miss.; F. B. Wilkerson, agent, Jackson, Tenn.; J. W. Cousins, agent, New Orleans; A. E. Ccaife, dock agent, New Orleans, and others.—*Memphis Commercial Appeal, July 11, 1917.*

RAILROAD HEADQUARTERS

Decision of officials of the Illinois Central railroad to locate headquarters of one of two grand divisions of all lines in the city of Waterloo will cause pride and felicitation in the mind of every resident of the community. It would be overstepping to say that the best road in the middle west has chosen the best city in the same territory for grand headquarters, but it truthfully may be said that a good road, under progressive management, has selected a good town, progressive in every way, for such headquarters. Waterloo people will, of course, welcome this addition to her working forces and there will not be lacking upon the part of citizens every effort to make the larger relations with the railroad officials pleasant and profitable.

The move on the part of the railroad is one to secure greater efficiency, and in these days when economy and efficiency count as they never counted before in the industrial and financial fields, it is no light distinction that Waterloo was selected for headquarters without solicitation from individuals, corporations

or commercial organizations. Waterloo was selected on merit alone. While there is opportunity here to blow Waterloo's horn, let us be content with expression of the hope that in later years officials of the Illinois Central will have cause to increasingly commend the foresight of those responsible for the move now about to be consummated.

Waterloo has great cause to appreciate the Illinois Central Railroad Company, or what is now known by that title. The Dubuque & Sioux City Railroad was the first line into the village of Waterloo. Trains were running into the town in the fall of 1860, and this was after three previous attempts to secure railroad facilities had failed ignominiously. Later the Dubuque & Sioux City line was extended west and still later north, all branches in after years coming to be known as the Illinois Central Railroad, with a system placed among the important transportation arteries of the country.

It was the Illinois Central, too, that gave to Waterloo her first permanent industrial plant, the shops which are today so large a part of the industrial fabric of the Factory City. The shops—and it may be mentioned they are now among, if not the most important on the entire system—were removed from Dubuque to Waterloo in the late fall of 1870. No one now attempts to place a definite intrinsic value on the shops, yards and property of the Illinois Central in Waterloo.

This road also has been foremost in every improvement which has tended for the permanency of a better and bigger Waterloo, and a comparison of its station facilities with those of the other steam roads in this city is only one indication of the Illinois Central's interest in the welfare and convenience of the public.

Until the superintendent to be placed in charge of the Waterloo headquarters arrives it is impossible to give details of improvements or changes which will be made; but there is every reason for assurance that such improvements and changes will redound, indirectly, at least,

to the benefit of Waterloo and sustaining territory.—*Waterloo Evening Courier and Reporter, Saturday, July 28, 1917.*

AN URGENT APPEAL TO ALL SHIPPERS

President Taylor, of the Board of Trade, Calls Attention to the Importance of Prompt Loading and Unloading of Freight Cars in This Territory

To the shippers of the Jackson Trade Territory:

The authorities at Washington have issued an earnest appeal to the shippers throughout the country to give practical assistance in the relief of freight traffic congestion by speeding up the loading and unloading of cars.

This is a matter of vital importance to the business men of Jackson, and I sincerely hope that all shippers will give it their serious consideration and endeavor to comply with the request of the federal authorities.

The prompt loading and unloading of freight cars inevitably means more cars for service, and within the next few months this portion of the south will have urgent need for a maximum supply of cars to move our food crops and cotton crop to market.

There is a national crisis in this question, and every shipper must bring it home to himself in order that we may reach a satisfactory solution.

I want to earnestly urge on the shippers of Jackson and surrounding territory to the vital importance of unloading promptly all cars received, and loading promptly all outgoing cars, releasing them immediately to the railroads.

It is equally important that cars be loaded to the maximum capacity. Intensive shipping will help greatly in relieving the car shortage, and buyers should order so as to fill a car to the maximum when possible. In many instances buyers can club together to make full capacity cars.

This is a war measure, and the busi-

ness organizations throughout the country have been asked by the federal authorities to give their assistance in carrying it into effect. The Board of Trade feels sure that the patriotic business men in this part of Mississippi will give prompt co-operation, not only as a matter of patriotism, but for their own benefit.

Within the next few weeks the movement of government troops and supplies will commence, and the railroads of the United States will then be put to the most severe test in their history. It is the earnest desire of the government to accomplish this work of mobilization with the least possible disturbance to general business conditions, but it cannot be accomplished unless business men throughout the country give their co-operation in the manner I have outlined. S. J. TAYLOR, President.
—*Jackson (Miss.) Daily News, July 16, 1917.*

HELPS THE RAILROADS

There is nothing more creditable in the war efforts of this country, either private or public, than the course of action taken by the railroads under the leadership of Daniel Willard of the Baltimore & Ohio, acting as chairman of the advisory committee of national defense; Fairfax Harrison of the Southern Railway, chairman of the railway war board, and other leading railway men. First among the basic industries, as Mr. Hyde points out, the railways pooled their issues and yielded themselves to this central management, which is working from Washington in close co-operation with the government. The value of this as an example cannot be overestimated; but the substantial results already accomplished, as outlined by Mr. Hyde, are encouraging.

This is patriotism, as practical as it is devoted. It deserves our gratitude, but it deserves more than that. It deserves co-operation, and especially, we believe, this co-operation is needed in the matters of car shortage. This is perhaps the most serious factor of the problem

with which these men are struggling. With the tremendous needs of war supply added to the normal needs of our industry and commerce, the transport system is called upon to expand its facilities to the utmost limit of their possibilities. We have not nearly enough cars and we cannot create enough to meet conditions as they develop.

We cannot create cars. But we can make each car do more than it ever has the consignee gets ready to unload them done before. We have a wasteful habit of keeping loaded cars on sidings while at his leisure. A large amount of time and therefore a large part of the efficiency of cars are thrown away by this carelessness. We must all speed up now. In Germany, we understand, only six hours are given for unloading cars. We ought to do at least as well. If it is necessary there will have to be legislation on this subject, but we hope it will be unnecessary through the entire co-operation of shippers in keeping the cars moving. The man or concern that holds a freight car a minute longer than is necessary is shirking a clear and important public duty. Public spirit and even self-interest now dictates the strictest and most wholehearted co-operation with the able men in charge of transportation.

If this comes about promptly through the enlightened initiative of shippers, it will go far toward removing the danger of freight congestion and food or fuel famine in this country and toward helping America to become a real factor in winning the war against German military autocracy.—*Tribune, Wednesday Morning, July 25, 1917.*

WHO BROUGHT THE RAIN?

A Few I. C. Railroad Men Should Receive Credit

As the drouth has been broken, due credit should be given as to how it came about, several railroad men being directly interested. "Jack" Bevans and "Jeff" Harrell earnestly prayed for it and so it came. Thos. Moore, the conductor, saw the rain in sight when John Watson's celebrated spring and rain-

maker at Arcola failed to bubble, and pulled the train in the rain, while Ed Barnes, tallest of the bunch, gave the bell rope an extra pull and the blessed rain came. Grant O Lord only had to silently repeat his name and it came in torrents, and it took Billy Moales with his gentle "all aboard" voice, to have it cease.

"Bill" Trafton says it rains on the "just and the unjust," and as Roseland people are classed among the just, should have had the rain, while the affable Bowles said it was more than "dew."

Conductor Louizenhiser said it was "bone-dry" up in Mississippi but showers came at last, in time to save the gardens of Dick Robbins, Wes Brown, and a few others in McComb.

We haven't heard from Charley Clements, but the "Merry Widow" runs so swift we guess he can keep dry and out of the rain.

All jokes aside, the rain was a God-send and the people in general are thankful for it, as it did so much good in an opportune time.—*The Roseland* (La.) *Herald*, July 13, 1917.

EMBARGOES ON EXPORT TRAFFIC

The following notice of federal embargoes on export traffic has just been telegraphed to all railroads by the car service commission of the American Railway Association:

"Pursuant to the proclamation of President Wilson, dated July 9, barring certain exports except under federal license, railroads are directed to place telegraphic embargo, effective immediately, against all shipments of coal, coke, feed, grain, flour and meal therefrom, fodder, meat and fats, fuel oils, kerosene, gasoline, pig iron, steel, billets, ship plates, structural shapes, scrap iron and steel ferro-manganese, fertilizers, arms, ammunition, explosives, consigned, re-consigned, to be re-consigned or intended for export, except when bill of lading is presented with federal license number

furnished or authorized by export council at Washington, and according to announcement of Department of Commerce, together with permit number authorized by the port delivery road.

"Arrangements have been made under which all shipments consigned to points in Canada can go forward as heretofore, special licenses covering same having been issued through the customs service.

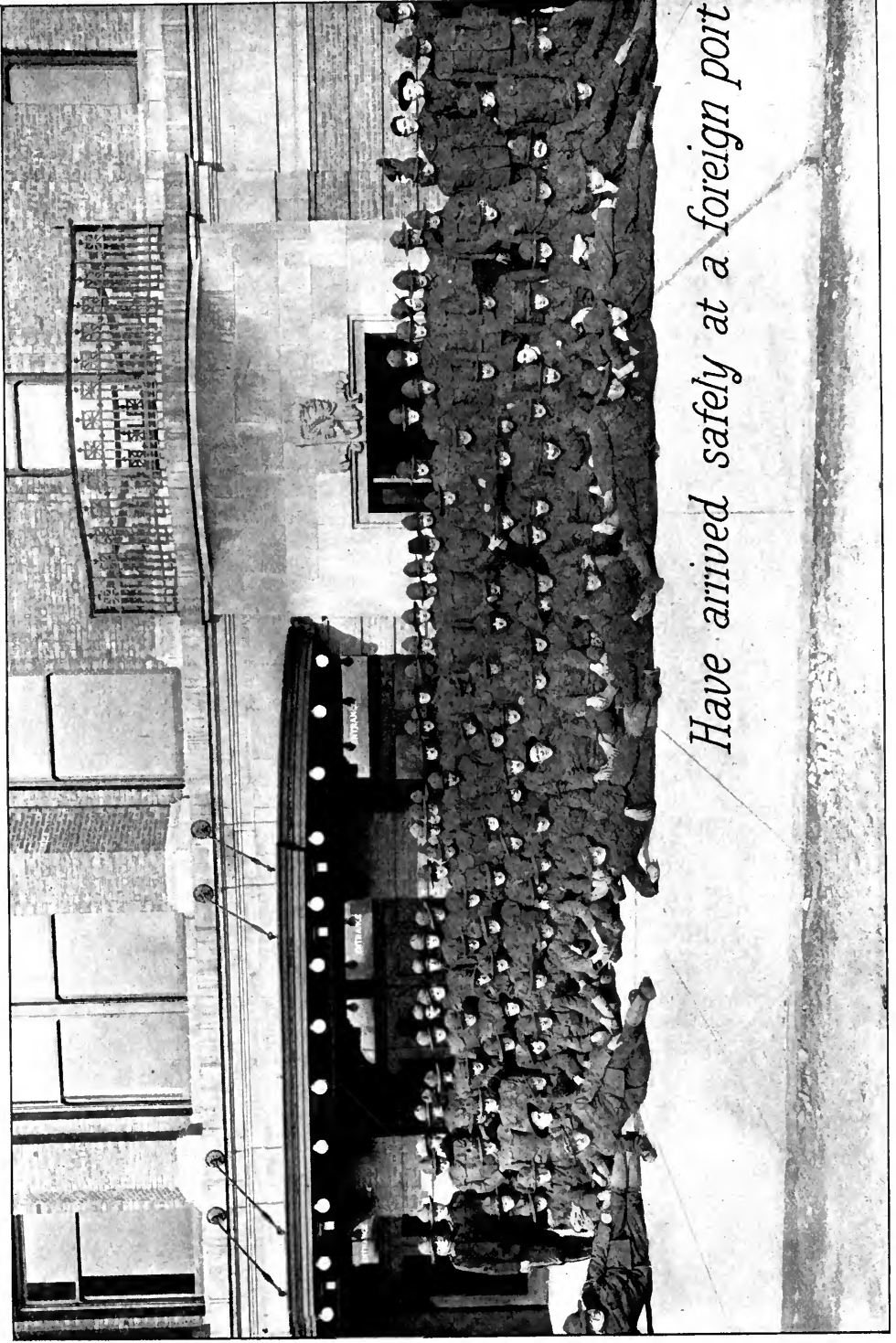
"It is suggested that port lines protect against accumulations at ports by placing such embargo as may be necessary against cars in transit. All port lines should immediately inaugurate permit system covering all export traffic."—*Chicago Examiner*, July 14, 1917.

MAKING THE FREIGHT CARS WORK

The railroad war board estimated that by heavier loading of cars and quicker repairs of all rolling stock, it was possible to increase the efficiency of the railroads by an amount equal to the addition of 779,000 freight cars. The roads show that in the month of April, they have already effected a saving on these lines equal to an increase of 126,000 cars, and are going hopefully forward with the programme.

Most of the gain made thus far has been through the heavier loading of cars, and there is room for much greater economy in this direction. The cutting out of delays in yards is another. Speeding up on the road is still another. The Illinois Central has made an astounding increase in the mileage of its average freight car. A few years ago, that car moved only twenty-three miles per day. Now, it is moving forty miles.

Plans have been worked out whereby coal shipments are pooled, trade names of special brands of coal discarded, and a saving of 133,000 cars made possible in this one item.—*Chicago Journal*, July 16, 1917.



Have arrived safely at a foreign port

Public Meeting

Traffic and Transportation Bureau, New Orleans Association of Commerce—
New Orleans Committee Commission on Car Service with
Shippers and Receivers of Cars. July 2, 1917

MEETING was called to order with Mr. Samuel W. Weis, chairman Traffic and Transportation Bureau, New Orleans Association of Commerce, presiding, who addressed the meeting as follows:

"The question of car service is one of vital importance to all of us, now that we are heart and soul in this war. It must be apparent that unless we can get the greatest possible efficiency out of our railroads to carry ammunitions and food supplies to the ports to be shipped not only to the allies, but to take care of our own men, that our efforts to assist the allies will be a failure. Then there is another phase of it, the question of moving domestic supplies.

"The Association of Commerce, through the Traffic and Transportation Bureau, realizing the importance of this matter, issued not long ago a circular, copies of which have been distributed, calling attention of all shippers of New Orleans to this matter. We have mailed out quite a few of these circulars, perhaps we have not reached all interests, but we hope we have.

Mr. L. A. Downs, chairman, New Orleans Committee, Commission on Car Service is here to talk to you on this subject, and after he tells you what he wants to say the matter will be thrown open for general discussion, and if we can evolve any additional plans that will educate the shipping public in New Orleans toward the economic use of cars then this meeting will have served its purpose; if we can do nothing more, however, we can discuss it and exchange our views and educate ourselves on it. I thank you."

Mr. Downs then took the floor and spoke as follows:

"Gentlemen, I will preface my remarks with the statement—this committee is not a committee of the railroads, it is a committee appointed by the Council on National Defense through the American Railway Association, having as its branch the transportation end of the United States Government. There have been out on this committee, railroad men on account of their experience in operating, as it would hardly do to pick men who have not had experience in railroading for a committee of this kind, therefore, the committee of which I have the honor to be chairman, represents the people of the United States Government, if you may permit, and not the railroads.

I desire to emphasize this that you shippers and receivers of cars may understand you have as much interest in this committee as the railroads, that this is an impartial tribunal, created solely for the purpose of assisting in the uplifting of the transportation facilities of these United States, to make them durable enough to stand the strains of the extraordinary demands of war conditions, and as such, expects and will exact large measures of co-operation from railroads and shippers and receivers.

"The chief purpose of this committee is to assist in making the present freight car supply meet the abnormal demand, and it feels confident the shippers and receivers of New Orleans will respond as heartily to the suggestions it offers to attain this end as they did to the other requests of their government to buy war bonds and subscribe to the Red Cross.

The traffic of the United States has increased by leaps and bounds during the past several years. A few years ago the balance of trade in favor

of the United States was something like 263,000,000.00; last year it was 3,180,000,000.00. Now that the United States no longer is a neutral, but a combatant, its railroads will not only be expected to transport the importations and exportations constituting the balance of trade, which it is reasonable to suppose will increase in a greater ratio, but they must also stand up under the enormous increases in traffic which will be created by the movement of United States troops and supplies and establishment of training camps, transportation far more intensive than the ordinary.

If, before these United States were embroiled, the railroads were unable to meet the demands of transportation, if they then failed as so many have said, superhuman efforts are now necessary that these arteries of the nation's life may be able to perform their functions.

The most powerful factor in achieving this is the *freight car*, and the conservation of it is the principle object of this committee and similar committees installed at all strategic commercial points throughout the United States by the Council on National Defense through the American Railway Association.

The railroads of the United States own 2,500,000 freight cars. The car shortage as of May 1st was 150,000 cars, which is less than one tenth of one per cent. The average tonnage capacity of these 2,500,000 cars, is forty tons, eighty thousand pounds, the average weight now loaded in these 2,500,000 cars by the shippers of the United States, including the railroads, is seventeen tons, thirty-four thousand pounds, in other words, of the tonnage capacity of these 2,500,000 cars the shippers utilize only forty-three per cent, wasting fifty-seven per cent.

Therefore, is it not as clear as the noon-day sun that the first step towards the elimination of the apparent car shortage is intensified loading.

If by comprehensive co-operation between railroads and shippers there is gained a general increase of ten per cent more tonnage in cars we will have added to the car stock 250,000 cars, almost twice as many cars as the shortage of May 1st.

The second step is quicker loading and unloading. The present average is four days per car consumed by shippers and consignees in loading and unloading. If by comprehensive co-operation between shippers and receivers and railroads this average loading and unloading detention can be reduced fifty per cent you readily see what an addition will be made to the car supply.

Bringing the question right home, I do not believe it is asking too much of our good New Orleans people, in fact it is a modest request, to subscribe 10,000 cars annually to the common stock. I feel certain there will be an over-subscription, just the same as there has been to the war bonds and the Red Cross. This allotment is made merely for the purpose of giving you something to surpass.

There are loaded in New Orleans annually about 100,000 cars, exclusive of bananas and merchandise and imports, close to 9,000 cars per month.

The commodities are principally Sugar, Alcohol, Lard Compound, Petroleum Products, Cotton Seed Products, Bags and Bagging, Fertilizer, Molasses, Mahogany Lumber, Coffee, Rice, Cypress Lumber, and to enable you to see clearly the little exertion required to save 10,000 cars annually in this loading, I call marked attention to the present average tonnage capacity per car utilized in the loading of these commodities:

	Percent.
Sugar	56.54
Coffee	55.75
Alcohol in barrels	40.72

Lard Compound	37.26
Petroleum Products	39.96
Cotton Seed Products	42.20
Bags and Bagging	47.28
Fertilizer	72.63
Molasses	53.40
Mahogany Lumber	53.57
Rice	64.44
Cypress Lumber	57.73

An average of about fifty percent of the tonnage capacity per car.

In passing I must favorably comment on the average on fertilizer. This average on fertilizer is made possible by the splendid judgment displayed by one shipper, who loaded on one railroad an average of 86 percent and on another 106 percent.

It is realized that this loading in a great measure is controlled by trade units and railroad minima, for which neither the railroads nor the shippers nor the receivers are to blame. We think it is properly chargeable to custom, but this is not the time for traditions; what we would like to do is to disregard these minima and by appeals to the patriotism of our countrymen cause them to cast away trade units, in order that we will be untrammelled in making every car of the 2,500,000 in the United States do a car's work and not, as at present, less than half a car for the country at large and half a car for New Orleans.

We know what can be done if everybody fixes their minds on intensified loading, as we have demonstrated this with our car conservation work with the American Sugar Refinery. We began here as all the railroads are represented at that plant by a joint agent. The results have been beyond our expectations, due principally to the whole-hearted co-operation of the refinery management. In the beginning the average car capacity tonnage utilized was 56 percent and we have raised it to 85 percent, notwithstanding the light minima of 30,000 pounds and the small trade unit of 100 barrels and 400 sacks.

As before stated, the second step in car conservation is quicker loading and unloading. There are no difficulties in the way of accomplishing this. Let us make up our minds to speed up a little all around. If more warehouse room is required, get it; if more tracks are needed, construct them; if labor is insufficient, put on more labor; if teams are too few, add to them.

And, gentlemen, in making these suggestions we are not unmindful of the shortcomings of the railroads. We want you to feel that this Committee is not discriminative; it is after the railroads for their shortcomings in the actual handling of cars just as much as it is after the individual who loads and unloads the cars.

The circular issued by the Association of Commerce, a copy of which has been distributed among those present, describes fully what we are after. The enthusiasm in the subject indicated by the attendance assures me that there will be that comprehensive co-operation which spells success."

There then ensued a full and free discussion among the various shippers, some of the remarks being enumerated below:

Mr. W. W. Ingalls, traffic manager, Penick & Ford, stated his company intended printing in an attractive form a little slip showing what they have accomplished in the way of heavier loading of cars, an embodying in same some of the ideas in Mr. Weis' circular, sending same out with each of their invoices and bills of lading.

Mr. Weis said: "It seems to me we all could get together, railroads and shippers, and if railroads find right here in New Orleans that any shippers are either unnecessarily delaying cars or not loading them out to average good capacity,

that it be brought to the attention of this Bureau and we will act in an advisory way by going to these shippers and saying to them that they are doing an unpatriotic thing in delaying cars or not giving them the proper load, and we will also expect the railroads to do their share and increase their car mileage as much as they can."

Mr. Downs, in answer to Mr. Weis, explained that his committee was not a railroad committee, but a committee on national defense and if there was anything connected with the railroads that could be suggested his committee would go after it.

Mr. Benedict of the Dunbar Molasses Company stated he represented an industry located on the Public Belt Railroad, and it was his thought it would be a great help to the railroads if they would go back to the "Pick Up" arrangement, explaining that while some of the railroads do pick up for one another, others have lost a good deal of business by refusing to pick up cars.

Mr. Downs in answer to this, stated for the information of Mr. Benedict and the others present, that the railroads again had inaugurated the Pick Up arrangement and were now picking up for one another.

Mr. Benedict then suggested as a car saver the double loading of shipment.

Mr. Downs then asked him if there was any railroad in New Orleans that refused to double load.

He replied the Southern Railway.

Mr. Downs then asked if there was a representative of the Southern Railway present and Mr. W. S. Bender, secretary to Mr. T. F. Steele, General Executive Agent, Southern Railway, stated that they had issued instructions to all of their agents to double load wherever practicable.

Mr. Samuel T. DeMilt, President, New Orleans Steamship Association, gave a very interesting talk as follows:—

"Mr. Chairman, regardless of good records or bad records in the past with respect to transportation companies or shippers, I believe it is absolutely necessary that we lend our best efforts toward improving this situation. If every shipper or consignee will do his part I do not think there will be any fault to find with the railroads, because it is absolutely essential that they use all their efforts toward obtaining heavier loading. As a steamship man I represent two lines out of New Orleans and receive a great many carloads of staple goods, such as Rice, Flour, Fertilizer and Lumber. I will undertake to point out to every shipper that we do business with the necessity, for their own good as well as our own, of loading every car they send to us to its utmost capacity, for these reasons which I think I can make plain to you:

There is hardly a steamer which we dispatch from this port which does not shut out anywhere from five to fifteen carloads of freight, because on the last day or two of loading the cars come rolling in so fast it is a physical impossibility for the railroads to deliver them with the facilities we have. For example, we have a siding that will hold twelve cars loaded. On the average these cars contain about twenty five to thirty tons, say 50,000 to 60,000 pounds, and almost every one of them have a capacity from 80,000 to 100,000 pounds, shippers could, therefore, increase the efficiency of that one track fully 50% by loading their cars heavier, and it is not because they have not freight enough to pack to fill the cars, but because of an old custom they do not load them to about more than one half of their capacity. A 50% increase in the efficiency of that one track would cause much better movement, no delays and no shut outs. I feel that practically every other steamship line in New Orleans is in the same situation that we are. They would all like to get their cargoes in fewer cars, because they know with fewer cars they will have less switching service. So that I think that every one of us here and all those who can be communicated

with ought to make it their business to urge upon our friends in the interior, who I believe are not as alive to the situation as we are at the port, to load their cars to their utmost capacity. We have very few flour shippers who do not have at least from four to six or ten carloads for each steamer, and when I say carload they usually load 50,000 pounds and could just as well load 80,000 or 90,000 pounds in the same car and increase the efficiency here at New Orleans. All of these loaded cars while above the minimum weight as shown in tariff create an enormous amount of extra switching on account of the Public Belt Railroad, and extra train service, so my suggestion is that we carry out individually, for each steamship man to take up with every man he is doing business with, this important question at once and urge upon him the necessity, not only for the purpose of helping his own business along, but from patriotic motives, or any other motives that we can bring to bear upon it, of having these cars loaded more heavily. It can be done just as well as not and I am sure our railroad friends will do everything they can to assist us in that direction."

Mr. Roy Terrell, Vice President, Gulf Coast Lines, suggested that the Traffic & Transportation Bureau of the Association of Commerce circularize the steamship agents along the lines as outlined by Mr. De Milt, whereupon the Secretary was instructed accordingly.

Mr. B. M. Flippin, Assistant Traffic Manager, Missouri Pacific Railway, stated the greatest obstacle in the way of heavier loading is the trade unit, take for instance cotton, why not increase this to 75 bales.

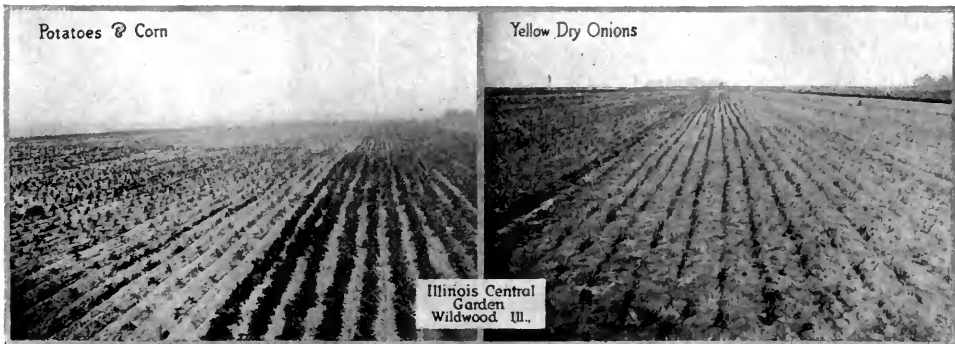
Mr. Weis, in reply to Mr. Flippin, said:—

"I will say, in reply to that proposition, which is one that has given us considerable concern, that we had a great deal of trouble in shipping cotton to the Eastern Mills this spring, because of an arbitrary regulation that the Eastern roads put into practice that they would not accept a car with less than 60 bales cotton in it. If the difficulty in changing the trade unit to anything not divisible by 100 is this: If I sell cotton for future delivery, say 500 bales; this is the month of July and I am offering October delivery cotton. I have not got that cotton, it is not grown, still I may sell it to the mill and buy futures for it. Now, with a 75 bale unit I could not protect myself, and whatever you work out, in order not to stop that hedging business, you must make the trade unit the multiple of a 100. I think it advisable for the cotton men to get together on this."

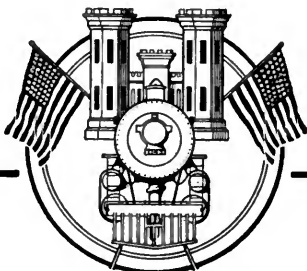
The meeting adjourned.

Samuel W. Weis, Chairman,
Traf. & Transp. Bureau.

L. A. Downs, Chairman,
New Orleans Committee
Commission on Car Service



MILITARY



DEPARTMENT

THE AMERICAN RAILWAY ASSOCIATION
SPECIAL COMMITTEE ON NATIONAL DEFENSE

Washington, D. C.

Executive Committee.

Fairfax Harrison, President Southern Railways Co., Chairman.

Howard Elliott, Pres., N. Y. H. & H.

Samuel Rea, Pres. Penn. R. R.

J. Kruttschnitt, Ch. Exec. Comm. S. P. Co. Hale Holden, Pres., C., B. & Q.

Ex-officio.

E. E. Clark, Interstate Commerce Commission,

Daniel Willard, Pres. B. & O. R. R.

GENERAL COMMITTEE

Central Department

R. H. Aishton, Pres. C. & N. W., Chairman.

E. E. Calvin, Pres. U. P. R. R.

Hale Holden, Pres., C., B. & Q. R. R.

C. H. Markham, Pres. I. C. R. R.

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Southern Department

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B. F. Bush, Recv. Mo. Pac. Ry.

C. E. Schaff, Recv. M. K. & T. Ry.

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J. D. Farrell, Pres. O. W. R. & N. Co.

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E. P. Ripley, A., T. & S. F. Ry.

Headquarters

Third Engineers N. A. U. S.

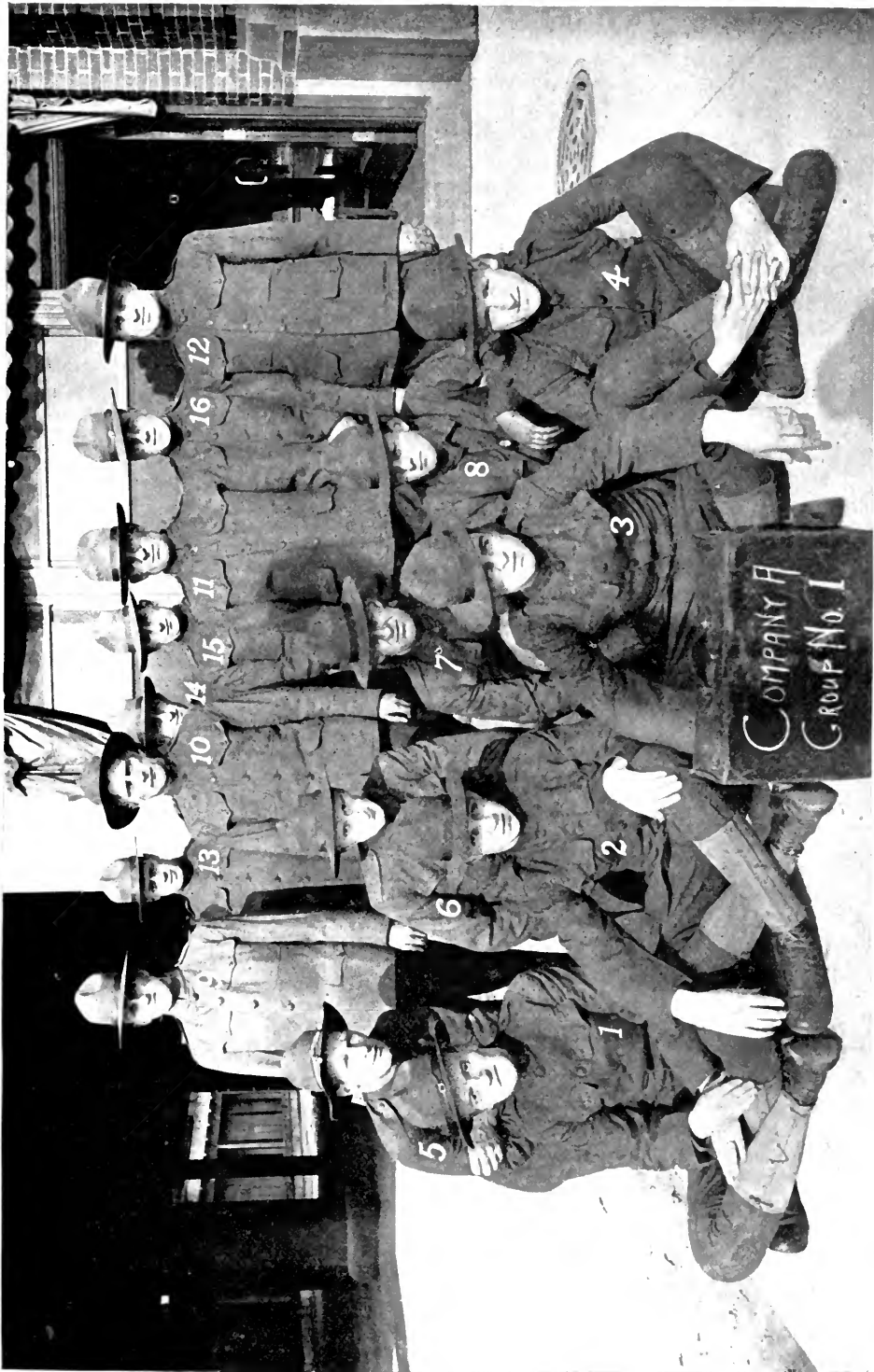
Chicago, Ill., July 7, 1917.

CIRCULAR:

The following report of the Athletic Meet of this Regiment, held July 4th, is published for the information of those interested:

First Event

This event was programmed as a preliminary tug-of-war, the idea being to have an intermediate tug-of-war between the winners of the preliminary and a final between the winners of the intermediate. Due to the necessity for curtailing the program, and also to the fact that the Headquarters Detachment did not enter a team, and the further fact that Companies A, B and C of the 1st Battalion were the winners of the preliminaries, the Judges called off the intermediate and final tug-of-war, presenting the cup to the 1st Battalion, allowing 6 points to each winning company.



1. M. H. HUISINGA, 2. PAT FENLON (Transferred to Co. D), 3. F. A. SAAR, 4. H. W. SHARBER, 5. J. D. MURRAY, 6. A. L. PITTMAN, 7. C. D. BARRAND, 8. W. H. HUNT, 9. E. M. CHANDLER, 10. R. H. PALMER, 11. J. W. LIND, 12. W. W. HUGGANS, 13. ROY DOYD, 14. J. F. LEYS, 15. J. M. SHEEHAN, 16. L. J. RYAN.

Result First Event

Co. A vs. Co. D.....	Winner, Co. A.....	6 points
Co. B vs. Co. E.....	Winner, Co. B.....	6 points
Co. C vs. Co. F.....	Winner, Co. C.....	6 points

Cup to 1st Battalion.

Second Event

50 yard dash. Two men from each company.

First	Co. D King	6 3/5 seconds	5 points
Second	Co. D Scully	6 4/5 seconds	3 points
Third	Co. A Easily	7 seconds	1 point

Third Event

100 yard dash. Two men from each company.

First	Co. C Hanson	13 seconds	5 points
Second	Co. D Tetreau	13 1/5 seconds	3 points
Third	Co. D Downing	13 3/5 seconds	1 point

Fourth Event

200 yard relay race. Four man from each company.

First	Co. B	28 3/5 seconds	10 points
Second	Co. C		5 points
Third	Co. A		3 points

Fifth Event

Special cup to winning company.

Competitive drill in squad movement under Non-commissioned officer. One platoon, three squads, from each company. (Extended order drill called off, due to lack of time.)

First.....	Co. D (C. M. & St. P.)	10 points
Second.....	Co. C (C. G. W.)	5 points
Third.....	Co. A (I. C.)	3 points

Sixth Event

Intermediate tug-of-war.

(Called off by judges, due to lack of time.)

Seventh Event

Shoe race.

(Called off by judges, due to lack of time.)

Eighth Event

Potato race. One man from each company.

Each contestant was provided with a bucket and ten potatoes. Bucket placed at start and finish line, potatoes spaced one yard apart, nearest one ten yards from starting line. Only one potato handled at a time.

First	Co. D Whitt	1 minute 13 3/5 seconds	5 points
Second	Co. F Harton		3 points
Third	Co. A Easily		1 point

Ninth Event

Sack race. 50 yards. One man from each company.

First	Co. F Sparling	18 seconds	5 points
Second	Co. A Mensdorf		3 points
Third	Co. B Guyer		1 point

Tenth Event

Surprise race. 50 yards. Two men from each company.

Each team was provided with a wheel barrow and two live frogs as passengers. The engineer of the wheelbarrow was permitted to go ahead at a walk as long as his passengers were in the wheelbarrow, but was obliged to stop when they left until returned by the conductor.

First.....	Co. C	Jonas and Mealy	5 points
Second.....	Co. D	Downing and Mahan	3 points
Third.....	Co. E	Gunderson and Fisher	1 point

Eleventh Event

Tent pitching contest. Special cup.

One platoon, three squads from each company, under Non-commissioned officer. Contestants were judged on time and appearance.

TIME

First	Co. C	5 points
Second	Co. B	3 points
Third	Co. D	1 point

APPEARANCE

First	Co. C	5 points
Second	Co. B	3 points
Third	Co. A	1 point

Winner special cup, Co. C.

Twelfth Event

Final tug-of-war. (Called off.)

Thirteenth Event

Company drill, Manual of Arms. Eight squads from each Company under non-commissioned officer. Special cup.

This was the most interesting event of the program, as it more nearly represented the full strength of each Company. The Companies were so evenly matched that it was only after considerable deliberation that the judges decided as follows:

First.....	Co. A,	Cup and 20 points
Second.....	Co. E,	10 points
Third.....	Co. B,	5 points

Tabulation of Points by Companies

Event	Co. A	Co. B	Co. C	Co. D	Co. E	Co. F
1. Tug-of-war	6	6	6			
2. 50 yard dash.....	1			8		
3. 100 yard dash.....			5	4		
4. 200 yard relay race.....	3	10	5			
5. Squad drill	3		5	10		
8. Potato race	1			5		3
9. Sack race	3	1				5
10. Surprise race			5	3	1	
11. Tent pitching	1	6	10	1		
13. Manual of arms	20	5			10	
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	38	28	36	31	11	8

Distribution of Cups

First prize on points	Company A
Second prize on points	Company C
Special cup, Tug-of-war	First Battalion
Special cup, Squad Drill	Company D.
Special cup Manual of Arms.....	Company A
Special cup, Tent Pitching	Company C

By order of Colonel Langfitt.

R. D. BLACK,
Major Corps of Engrs., Adjt.

RAILROAD TELEGRAPHERS IN RESERVE SIGNAL CORPS, CENTRAL DEPARTMENT.

Reference was made in the May and June issues to request made on railroads in the Central Department to furnish 300 telegraph operators for service in the Reserve Signal Corps under the command of Lieut. Col. L. D. Wildman. The campaign to secure these operators is being handled by Special Committee of the American Railway Association under the chairmanship of Mr. W. L. Park, vice-president of the Illinois Central Railroad. It is encouraging to report that up to the present time 161 railroad operators have enlisted in this service. The remaining 139 to complete the full quota of 300 will doubtless be enlisted within a short time. In the meantime considerably more than 300 written applications from railway telegraphers have been received, but the actual enlistment of the whole quota has not proceeded as rapidly as was hoped. The enlistment of the remaining number will have to be secured very soon.

DEPARTURE OF CHICAGO OPERATING REGIMENT, 13TH RESERVE ENGINEERS, FOR EUROPE.

Selected companies of the Chicago Operating Regiment, 13th Reserve Engineers, formerly known as 3rd Reserve Engineers, recently entrained at Chicago for an eastern port en route to some point in France. The companies made an excellent appearance in good marching order on Michigan Avenue, Chicago, on the way to the train and were pre-

ceded by the Illinois Central band. Our best wishes go with these good men and true whose future service we shall follow with the deepest interest, particularly the Illinois Central Company "A."

POSTMASTER GENERAL'S ORDER NO. 510

Unwrapped and Unaddressed Magazines Prepaid One Cent for Soldiers and Sailors of the United States Expeditionary Forces in Europe.

Office of the Postmaster General,
Washington, July 16, 1917

Order No. 510:

The classification of articles mailable under Section 8 of the Act of August 24, 1912, authorizing the establishment of the parcel post service, is extended so as to include unwrapped and unaddressed copies of magazines intended for soldiers and sailors of the United States Expeditionary Forces in Europe when mailed by others than the publishers, the postage thereon to be prepaid at the rate of one cent a copy regardless of weight. Magazines to be accepted for mailing under this order must have printed in the upper right hand corner of the front cover the following:

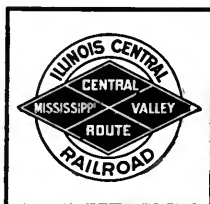
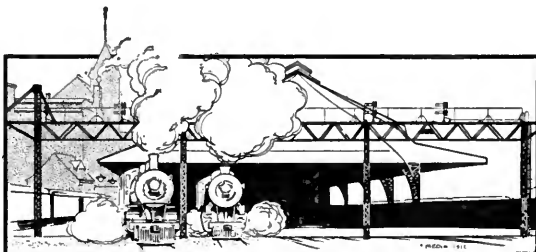
Notice to Reader

When you finish reading this magazine place a 1-cent stamp on this notice, hand same to any postal employe and it will be placed in the hands of our soldiers and sailors at the front. No wrapping; no address.

A. S. Burleson, Postmaster General.

Postmasters will be given appropriate instructions from time to time as to the manner of forwarding such magazines.

A. S. Burleson, Postmaster General.



Interesting Letters From an Ex-Illinois Central Employee Who is Now a Lieutenant in the American Flying Battalion in France

Note: Young Bamrick is a son of R. P. Bamrick, now yardmaster of this company at Burnside. He is 22 years of age and during vacation periods worked for the general storekeeper and shop superintendent at Burnside. Later was employed in the Chicago postoffice. He also attended the De La Salle Institute and was for five years a member of the Naval Reserves.—Editor.

"Somewhere in France," June 11, 1917.

Dear Mother and Father:

How is everything at "9616?" I suppose you thought I forgot the address, but such is not the case. We left Norfolk, Va., on May 27th and I think I sent you mail on that date. We have been at sea since that date. We arrived in France, Friday, June 8th, in the morning. It was a very tiring voyage, as most of the trip we had to stand to watch for subs. Four hours on and four hours off. On last Saturday evening and all night we were in one of these "storms at sea" you read about in books. But it was just to be expected. When we passed thru the Gulf Stream we saw schools of porpoise and flying fish. France is a wonderful place. When we arrived in our "port of destination" many people were there, and were stunned to see our ship as it has very funny hoisting rig. They never saw that kind here before. Much enthusiasm was displayed at the arrival of the Americans. The speed in unloading cargo had them awe stricken. I never was so glad at being an American. We were talking to a French merchant, through his daughter who translated French to American (not English.) He said that it is the belief of the French that the Americans are so fast that the English or French will never catch up to them. On Sunday we left our port of destination to "here" via train (carriages here). All along the line when the natives heard we were "Americ" they were glad. When they found out how many are to come here they feel happy and say in French "Good-bye Germans." We have good eats here. Wine with dinner and supper, also French coffee every meal. When we arrived at the depot here, the people had stayed up to see us. They carry big bunches of roses for us and cry out, "Vivi, la America." They have good motors here, so we feel very safe in the game. Harry is not with us yet, but will expect him soon. Reports are that a summer hotel not in use on account of the war is being put in commission for the "Yank Birds." Can't say much as this comes under the cynical eye and conscienceless brush of a stone hearted censor. Love to all.

Ed.

Care P. M. New York, N. Y.

First Aeronautic Detachment U. S. Navy.

Please send silk American Flag—small one.

"Somewhere in France," June 12, 1917.

Dear Little Sister:

Am in the land of the Frenchmen. Beautiful scenery, soldiers and sailors everywhere. Very patriotic people. Long trip over the ocean. Glad we are here, as the people are glad to see us. Trying to learn the French language. How and where is Aunt Sophia? I sent her mail to Bloomington. Isn't this funny writing paper? Write me when you get time. Ellen, where is Bill? How is the new garden? Just finished eating. We have two meals a day now, breakfast and dinner at 10:30 a. m., supper 4:30 p. m. All towns close at 9:30 p. m. here on account of the war.

Ed. J. Bamrick, U. S. N.

First Aeronautic Detachment,

New York, N. Y.

Care P. M.

"Somewhere in France," June 17, 1917.

My Dear Parents:

It being Sunday, there is not much for us to do, but to eat. The people pass their time in dancing and drinking this "dopey" wine. The wine here is sour, the same as they drink with meals. It has a deteriorating effect upon the teeth, due to so much acid, so our physicians advised that it be discontinued. We get no more with

our meals now. Much coffee. All the water used to drink and cleaning teeth is boiled from 8 p. m. until 5:00 a. m. to kill germs. We had "movies" last night after our lesson in French, but "yours truly" retired instead of holding out thru the "cinema," as they call it here. The French Comedy is just one degree more humorous than the English Comedy. Nearly all are sent out by the Pathe-Frere Co. Everything is closed all over France at 9:30 p. m., but Sunday is the same as a week day except for church. There is a standard hour for the evening meal in the cities and large towns. All the hotels have service at 7 p. m. Certain days meat is prohibited. The best meal in France costs 80 or 90 cents in American money. I suppose there will be much confusion when they start fitting out the "dear ones" in khaki. See that they caught many ducklings over the North and South American borders. We received much news via wireless en route over the sea up to the day before we entered port of destination. We caught Arlington Heights, Va., news such as diplomatic, baseball scores, "U"-boat activities along the over-seas routes, and other interesting items. Arlington sends to Frisco on the West Coast, Paris, Berlin and London. Owing to the earth's shape, round, our arch of receiving would not be in line to the higher points and higher powered land stations. Saw the Arlington Station on our way up from Pensacola to Baltimore.



ED. J. BARRICK

We received a "short" about John Philip Sousa joining the U. S. Navy, and starting a large band at the Great Lakes Station. Do not send candy or gum or other so-called "luxuries," as they seldom arrive at their destination. I was wondering the other day whether James Malooly and "Chuck" Sheridan registered. I do not know whether I told you or not, but one of the De La Salle fellows named Fitzgerald is now shoveling coal on the U. S. S. Kansas. Tell Bill that Leo Jacques of St. Bernards (in his class) is in the U. S. Marine Corps, at Port Royal, South Carolina, so was the information furnished.

When I get the opportunity, I will send you my picture in the flying "togs." It may be some time, though, but intentions are good. Things are very cheap here, such as leather puttees, watches, etc. Before I return I hope to have several souvenirs of some value for the relations at 9616. But why look so far ahead, as we do not know when we will return. This is a fine country, so why worry, so long as the mail reaches us, what? Hope Bob is with you yet. Must bring this crazy note to a close, as we have to eat again. Wish all a lot of luck. How is the real estate business, the garden, etc.? Will send home a French sailor's hat to Ellen and one to Dorothy. If I cannot mail them, will keep them to add to collection. Tell Dad not to forget to send me his waist measure, as I am ready to start a hand-made belt for him (made in the trenches, not). Ha! Ha! Well, good night and much love to you *all* (Southerner.) I suppose you will receive this letter about a month from date of writing. When you write, let me know what length of time it takes to reach you.

Same address.

Your Son, Ed.

THE AMERICAN ARMY AND NAVY Y. M. C. A. OF FRANCE

Address of Sender.

Public Correspondence

"Somewhere in France," June 20, 1917.

Dear Brother Bill:

Get the heading of this paper. We have a Y. M. C. A. and dance hall and "Salle De Vines" (wine house) in connection with our barracks. This place was a hotel, built in 1572, A. D., but when you look for anything you think it was 1572,

B. C. However, we received orders today to make a move. It is one of the largest Aero bases in France, so expect to get a chance to show ability to the higher men of the flying game. Have done extensive traveling since our arrival on these shores. Guess we will never be settled down, as they have a very speedy programme set up for us, and believe me, give us eats and gasoline and we will carry it out. There are thirteen men and one chief boatswain's mate, i. e. Timothy O'Donnell (German) in our barracks. Came last night after being torpedoed at sea. They were some sight, all sorts of stray parts of uniforms. They will leave to return to the U. S. when we leave here, which is a matter of hours now. We are located here in a small fishing village, very quaint. Their main industry is sardines. Before the war they were very well off financially, but the subs bother the fishermen's ships now, and not so many of them take the chances. What are you doing now? Still with the I. C.? If so, I hope you contribute to the home, as I cannot for a few months. I intended to make an allotment to mother and father, but we jumped the states without due notice. It cannot be made out in detached service such as ours. Sending any "dough" by mail out of here is sort of risky. If you can roll me a stray iron now and then will see what I can get you worth while, as very useful articles run cheap here. Can get a swell watch easy, leather goods, pens, etc., about half the price at home. Have not received any mail since we left the U. S. and it seems a year ago when the mail stopped coming. The French think the Americans are so fast in their moves that either England or France will never be able to catch up to us. They were overjoyed to see arrive when we landed in our "port of destination." Since then we have been jumping overland from place to place. There was a wedding of one of the village belles here, and the festivities last for a week. They had a dance in our barracks this evening. She married a French aviation officer. Some Jane, believe me. We have "movies" here every other night by the Y. M. C. A. outfit that travels with our outfit to look after our personal wants. We are to be split up in the next move, and they are detailing a fellow, Mr. James of Chicago, (a Northwestern University man) to travel with us. He is a fine fellow, about twenty-four years of age. Pretty wise head. He is teaching us French, as he had that while at Northwestern. He is our movie man, teacher, private secretary, swims with us, and does everything except to take "jumps heavenward." Guess he will follow up in that soon, also. The "Y" pays his expenses, but he keeps himself. No salary. The Americans are looked upon as the saviors of France, as the "Yanks" are to get after the lost land of Alsace-Lorraine. They know the "Star Spangled Banner" in "Americ," so we are learning the "Marseillaise" in French. Write me, sure.

Your Brother,

Edw. J. Bamrick, U. S. Navy,
First Aeronautic Detachment, U. S. N.
New York, N. Y.

Care P. M.

"Somewhere in France," June 23, 1917.

My Dear Parents:

Here we are in our new home for some time we hope. It is one of the largest aero-stations in France for land machines. Most wonderful place, an exquisite place and location for the purpose. Their land machines, like their water planes, are lighter, more powerful and more efficient than the American planes. These people eliminate all red tape, such as daily examination of the heart, etc. We are not rushed here. The flying day starts at 4:30 a. m. after bread and coffee, from 4:30 till 9 a. m. on field and in air. At 10:30 dinner is served. Special service for the French and American pilots. Very good repast. After this we are supposed to sleep and take our ease until 4:30 p. m. when we eat. After this meal, which is as good as dinner, the flying is resumed until it is too dark. Then we retire again until the next 4:00 a. m. This is the programme for the seven days of the week. Am going to purchase a small steamer trunk, and keep all my flying clothes therein. These people are behind in railroads, but certainly not in the way of the air and automobile. Their gasoline motors are wonderful. Dad should come over here and laugh at the transportation. Your "aeronut" son had a night's sleep en route in the rack for suit cases in the "luxurious" coaches of the *government* controlled railroads of France. We travel *special second class*, a cross between first and second, but I am not growling as it was very good sleep and an odd experience. We learn all the fancy flying "stunts" we do not know here, such as loop-the-loop, side turns, and all that. Not dangerous, as no one has been killed here in instruction in the last four months. Harry was here a day ahead of us, and we have our beds next to each other. Please call up his mother as she may be glad to know. Am getting several odd souvenirs here, such as different match safes and alcohol cigar lighters. Will not send home, as they would hardly get there. Will leave in my trunk. Nothing will happen me, so please don't worry. My greatest discomfort is the thought that mother and dad

will worry over my safety. Very safe in these machines. Intend to make this my life's work if everything comes out well. Our Y. M. C. A. man, Mr. James of Chicago, has not arrived yet, but expect him in about a week. I think I told you of him in my letters of previous date. This is a very exclusive school here, for gentlemen, and believe me, these fellows are most courteous. They cannot do too much for us. The men here, all young men, are representatives of the aristocratic families of France. Most of them studied English in college, and speak with great perfectness, even more so than we do. All our laundry is done for us free; cleaning, etc., is done by servants. All the menial work is done by Algerians, sort of the Hindu type. It is very cool here in the morning and evening, but very warm in the day. This country set their time one and one-half hours ahead of the universal standard time. This makes the day (light) very long. Harry and I are going to arrange with Mr. Chevalier, Lieut., U. S. N., our officer, to be kept together in the same detail. "Chevey" is some flyer himself, and gives us much consideration. Hope to hear from you very much and often. Have to have my afternoon sleep now, so will say good-bye and good luck.

Your affectionate son,

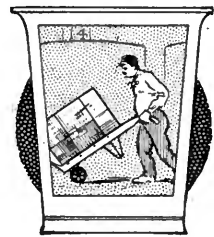
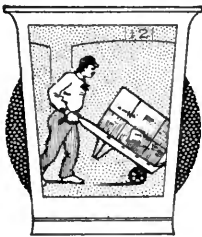
Ed.

First Aeronautic Detachment U. S. Navy.



FREIGHT TRAFFIC

DEPARTMENT



Classification, Production and Distribution of Coal

By Burton J. Rowe, Coal Traffic Manager

SCIENTISTS inform us that coal is the mineral which has resulted after the lapse of thousands of thousands of years, from the accumulations of vegetable matter, caused by the steady shedding of leaves and the uprooting and destruction of forests that existed in the early ages. The accumulations probably formed in the first place, beds of peat, the beds as the result of an ever increasing pressure of accumulating strata above them, have been compressed and, having been acted upon by the internal heat of the earth, have in the course of time produced the article known as coal.

The chemical changes which have taken place in the beds of vegetation of the carboniferous epoch, and which have transformed it into coal, are but imperfectly understood. All that is known is that in some cases one kind of coal is formed, and, presumably under other conditions, other kinds of coal have resulted.

The coals thus formed have been classified the U. S. Geological Survey as follows: Anthracite, semi-anthracite, semi-bituminous, bituminous and lignite.

Anthracite coal is generally well known and ordinarily defined as hard coal, having a high fuel ratio, (fixed carbon divided by volatile matter);

found principally in eastern Pennsylvania, but smaller areas are known in some of the western states.

Semi-anthracite coal has a fuel ratio of about 65% of anthracite. There is only a small amount of this coal in the United States.

Semi-bituminous coal is of great commercial importance, but is not widely distributed. Its fuel ratio is about 50 per cent of anthracite. It is an excellent steam coal, and some of it can be utilized in the manufacture of coke. The centers of production are the Pocahontas and New River fields of Virginia and West Virginia, the Georges Creek field of Maryland, the Windber field of Pennsylvania, and the western end of the Arkansas field in the vicinity of Fort Smith. Small areas of this coal have been found in Washington and Colorado.

Bituminous coal is the most important grade in the country, and, roughly speaking, includes coals east of the Rocky Mountains. This grade furnishes most of the coking coal of the country, and it is largely sold for steam raising and domestic use.

Sub-bituminous coal: This term has been adopted by the U. S. Geological Survey for what has generally been called "black lignite." The latter term is misleading, for the reason that the coal is not lignitic in the sense of being

woody, and the use of the term seems to imply that the coal is little better than the ordinary lignite, whereas many of the coals of this class closely approach the lowest grade of bituminous coal. It is generally distinguishable from lignite by its color and freedom from apparent woody texture and from bituminous coal by the slacking it undergoes when exposed to the weather. It is found mainly in the western fields of Colorado, New Mexico, Wyoming, Montana, and in many of the districts of Washington and Oregon.

Lignite is the name that has been applied to a form of unfinished coal, and as used by the U. S. Geological Survey is restricted to the coals that are brown and generally woody. It is not true coal but is intermediate in formation between peat and sub-bituminous. It is abundant in the north, in eastern Montana and the Dakotas; in the south it is present in all of the gulf states, but has been developed commercially only in Texas.

The production of these coals in the United States and the rank of the producing states during the year 1915, during which coal was produced and marketed under approximately normal conditions, is as follows:

Production 1915

Pennsylvania—	Net tons.
anthracite	90,821,507
bituminous	147,983,294
West Virginia	71,707,626
Illinois	57,589,197
Kentucky	20,382,763
Ohio	18,843,115
Indiana	16,641,132
Alabama	15,593,422
Colorado	8,170,559
Virginia	7,959,535
Iowa	7,451,022
Kansas	6,860,988
Wyoming	6,475,293
Tennessee	5,943,258
Maryland	4,133,547
Oklahoma	3,988,613
Missouri	3,935,980
New Mexico	3,877,689
Utah	3,103,036

Washington	3,064,820
Montana	2,805,173
Texas	2,323,773
Arkansas	1,836,540
Michigan	1,283,030
North Dakota	506,685
Georgia	166,498
Oregon	51,558
California, Idaho and Nevada	13,974
South Dakota	11,850
	<hr/>
	513,525,477

There are many grades of bituminous coal, the grade being determined by sulphur, moisture, volatile and fixed carbon content. The high volatile coals of Pennsylvania and West Virginia are very desirable for gas-making purposes; for coking purposes and are used extensively by malleable iron foundries, and the so-called smokeless coals of the eastern states are much sought for in large cities, where smoke ordinances are in effect. Thus, notwithstanding there might be an abundance of coal within easy reach, the special purposes to which certain grades of coals are particularly adapted necessitates consumers reaching out great distances for fuel supplies, and thus gives wider range to the distribution than one would ordinarily suppose. This is aptly illustrated by reports of the U. S. Geological Survey, taking the State of Illinois as typical.

Distribution of Coal Produced in Illinois in 1915

Used in Illinois—	Net tons
Consumed at mines....	1,533,069
Sold to local trade at the mines	470,114
Shipped to points in Illinois	22,778,530
Total	26,781,713=45%
Shipped to other states—	
Arkansas	128,950
Indiana	825,601
Iowa	3,053,413
Kansas	414,467
Kentucky	6,807
Louisiana	67,338
Michigan	83,256

Minnesota	1,334,330	
Mississippi	96,577	
Missouri	4,391,722	
Nebraska	938,905	
North Dakota	106,674	
Ohio	3,036	
South Dakota	319,370	
Tennessee	68,559	
Texas	20,648	
Wisconsin	1,260,188	
Total	13,119,841	=22%
Used by steam rail- roads	18,928,022	=33%

Sources of Supply of Bituminous Coal in Illinois in 1915, Exclusive of Railroad Fuel.

From:	Net tons	
Illinois	26,781,713	=67%
Indiana	4,044,528	
Iowa	17,700	
Kentucky	864,047	
Maryland	20,783	
Ohio	287,561	=33%
Pennsylvania	1,677,186	
Virginia	120,300	
West Virginia	5,079,032	
	1,084,000	
Total	39,976,850	

The state of Illinois, as shown in the preceding tables, although third in point of production of coal in the United States, consumes, setting aside the 33% used by steam railroads which is consumed both within and without the state, but 45% of its production, and imports 33% of its consumption from mines outside the state.

These data respecting production and consumption in 1915 are not representative of the situation at the present time when large supplies of fuel must be had for multifarious purposes. The increased demand at home for Pennsylvania and West Virginia coals has created an acute situation in the Northwest which has heretofore drawn its fuel supply largely from eastern coal fields. The question of fueling the far Northwest the coming winter is causing the Committee on

Coal Production of the Council of National Defense no little concern. One state alone, Minnesota, while using 1,334,330 tons of coal from Illinois mines in 1915, used approximately 4,000,000 tons from Pennsylvania and West Virginia, shipped by rail to Lake Erie ports, thence by vessel to docks at the head of the lakes during the season of navigation. The increased demand has long since exhausted the stocks of coal on the docks, which, at this writing, have not been replaced owing to the lateness of the opening of navigation in 1917, scarcity of shipping on the great lakes, and lack of inclination on the part of ship owners to engage in the carrying of coal.

To speed up the transportation to and stocking up of coals in the Northwest, the Council of National Defense, through its Committee on Coal Production, has co-ordinated with the producers and shippers of coal to that territory via rail and lake, so that all coals arriving at Lake Erie ports destined to the Northwest are consolidated on arrival, to the end that a full cargo may be available when a vessel calls, thereby avoiding delay awaiting cargo as in the past; and in other ways has increased the efficiency and expedited the movement. Other forces, however, have been at work, so that in addition to the opening of navigation in the spring of 1917 being three weeks later than usual, due to heavy ice in the northern lakes, which resulted in but 81 per cent of a normal May and June tonnage by lake, the net result is that instead of having 4,000,000 to 5,000,000 tons of coal on hand, the docks are practically bare.

A member of the Committee on Coal Production informed me that notwithstanding the strenuous efforts being made to move fuel to the Northwest, that section of the country must look to mines in Illinois and Indiana to supply 6,000,000 to 8,000,000 tons of coal that ordinarily came from the east.

This is not the only expansion of trade enjoyed by mines in the middle

western states. It is a matter of common knowledge that industrial activity has been greatly stimulated. Plants that were running on one shift in 1915 are now working two, and in many cases three shifts, and factories that were idle then are running full

time now, resulting in enormously increasing the demand for fuel, so that there is little doubt that the mines in Illinois are now producing and marketing coal at the rate of 65,000,000 tons per annum, instead of the 57,500,000 tons of two years ago.

A Letter From P. D. Armour

April 1, 1895.

My Dear Ogden and Phil:

Mr. Earling, superintendent of the C., M. & St. P. Railway, rode home with me from Carey's funeral yesterday, and in the course of conversation related a little incident to illustrate why railroads don't succeed better. It struck me very forcibly, and I think the meat of it will apply to the packing business.

He said that while he was in Minneapolis last week he stepped into a little cigar store near the depot and bought a couple of cigars. As he was lighting one he asked the man whether he was doing a good business. He said, yes; he had all the Milwaukee & St. Paul Railroad trade, and that was a very large volume indeed; in fact, it was practically all the business he had.

Then Earling asked him where he bought his cigars, and he replied, "In New York."

He then asked how he shipped them, and he answered, "Via the Burlington Road."

"You *get* all your patronage from the St. Paul, and yet you *give* all your patronage to the Burlington, a road that you have never had a bit of trade from."

"Oh, well," said the cigar man, "I never thought anything about that. *I have never been asked by any of the St. Paul people to ship them via their road.*"

Mr. Earling said that fundamental principle was the same all through the railroad business—the men about the road did simply what they were told to do and what they thought was their duty, but they were not inventive in

their heads nor tried to help the railroad. They never looked so far ahead as to see that by boosting the railroad for which they worked they also helped themselves.

Of all the great number of employes who supported that tobacco store, not one had ever asked the cigar man to send his business over the St. Paul Railroad. Of course, they were not the commercial men, exactly, of the road, but they thought nothing concerned them except their special duties and whatever was doled out to them.

Consequently, that was why railroads in a great measure fell short of giving the results to the stockholders that they might give, and, naturally, that meant they did not pay the men what they might pay them.

Now, I think this holds good all through Armour & Company to a great extent.

If every man about Armour & Company would pay a little attention to supporting and helping the house, it would go a very long way toward the success of the house; and no one connected with Armour & Company could go out of his way and show that he took an interest in their success but what the house would soon find it out.

It would be a very simple matter for any of our boys, on going into a store, if they didn't see our goods, to ask why, and if they could not find out, it would be easy enough to report it to the commercial part of the house.

Sincerely yours,

PHILIP D. ARMOUR.



Car Repair Shed at Nonconnah Yards, Memphis, Tennessee

By O. W. Melin, Assistant Engineer, Building Department

The Illinois Central Railroad completed last year at Nonconnah Yards, four miles south of Memphis, Tennessee, a car repair shed of sufficient size to take care of all car repair work done at that point, with the exception of light repairs requiring one day or less per car. The structure is entirely fireproof and covers over four and one-half acres, being 1,140 feet long and 176 feet wide. Eight tracks are covered, five of which were already in place and being used for car repair purposes without being covered. On a basis of fifty feet to a car, the capacity is twenty-two cars to a track or one hundred and seventy-six cars for the entire shed compared with a capacity of twenty-four cars each for the two old sheds. The old car repair sheds which were in the old car repair yard were of frame construction and covered four tracks each, the one shed being seventy-two feet by three hundred feet, and the other, seventy-six feet by three hundred feet.

The building consists of a series of columns supporting a saw-tooth roof, with the teeth transverse to the structure in rows thirty feet apart. There are five columns in each row, placed forty-four feet center to center, with the tracks arranged in pairs between each pair of columns. The roof trusses are triangular in shape, conforming to the saw-tooth and are spaced longitudinally between columns with two intermediate trusses in each transverse space of forty-four feet. The intermediate trusses are

supported by transverse trusses placed in the plane of the steep side of the saw-tooth. Knee braces are provided for all transverse trusses and for the inside longitudinal trusses in the planes of the columns. Structural steel girts are provided below the trusses on the two longitudinal outside rows of columns for the support of the corrugated siding. Expansion joints are provided at three different points in the length of the building. The steel columns are supported on concrete piers varying from four and one-half to five feet in depth.

The roof is covered with federal cement tile supported on steel purlins placed four feet center to center and carried on the trusses. The gutters are filled with cinder concrete which with the gutter tiles is covered with a 5 ply-composition roofing.

The steep side of the saw-tooth is eleven feet one inch high, seven feet of which is covered with "United Steel Sash," glazed with one-fourth inch ribbed wire glass. By using panes two feet wide and seven feet high horizontal mullions are avoided.

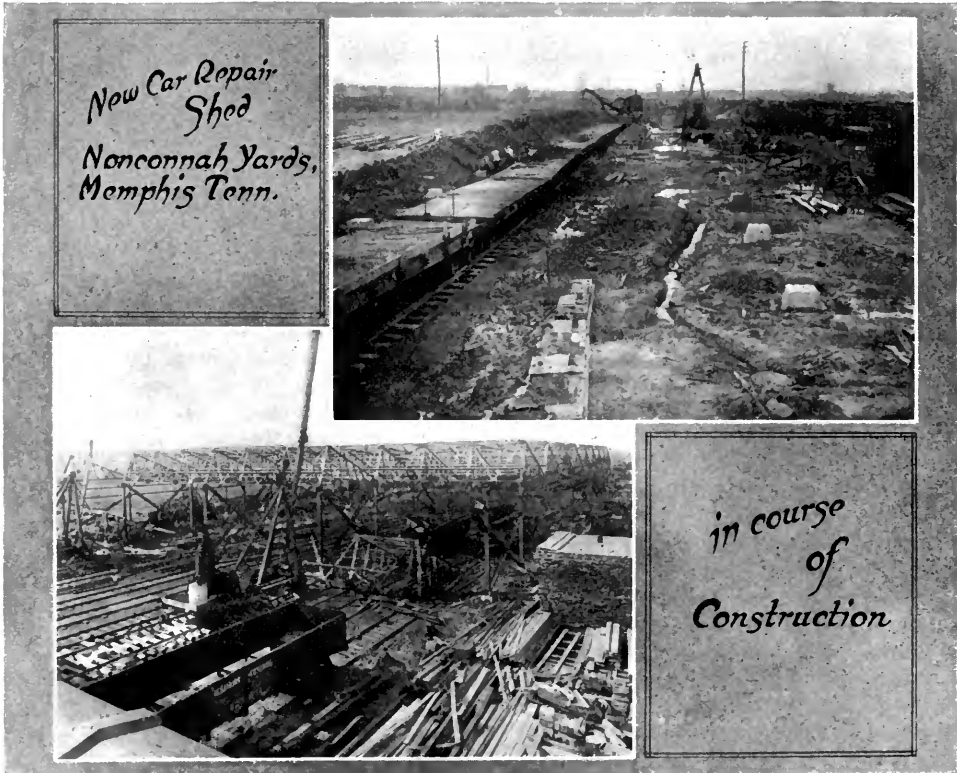
The sides of the building from a distance fourteen feet above the track and the ends above the clearance line are covered with No. 20 black corrugated iron.

An air connection was installed in each column of the outside and middle rows, giving many more outlets than is usual, reducing the expense for labor, expense of maintenance, and the cost

of additional length of hose necessary, if the spacing were greater.

The ground area covered additional to that formerly used for a car repair yard required sixteen thousand cubic yards of grading, which was entirely excavation. The material was removed by an American ditcher, loaded on cars, and disposed of on the Y. & M. V. R. R. with a portion being used for widening of fills and for flood protection work in the Memphis terminals.

dollies rolling on skidways placed eight feet center to center. Two of these derricks were used, being placed in the line of the longitudinal row of columns and forty-four feet from the center line of the building. The erection was started at one end of the structure with the derricks backing away as the work progressed. The maximum reach of forty-four feet was easily accomplished with the sixty-foot boom. The car repair work was interrupted only at that por-



*New Car Repair
Shed
Nonconnah Yards,
Memphis Tenn.*

*in course
of
Construction*

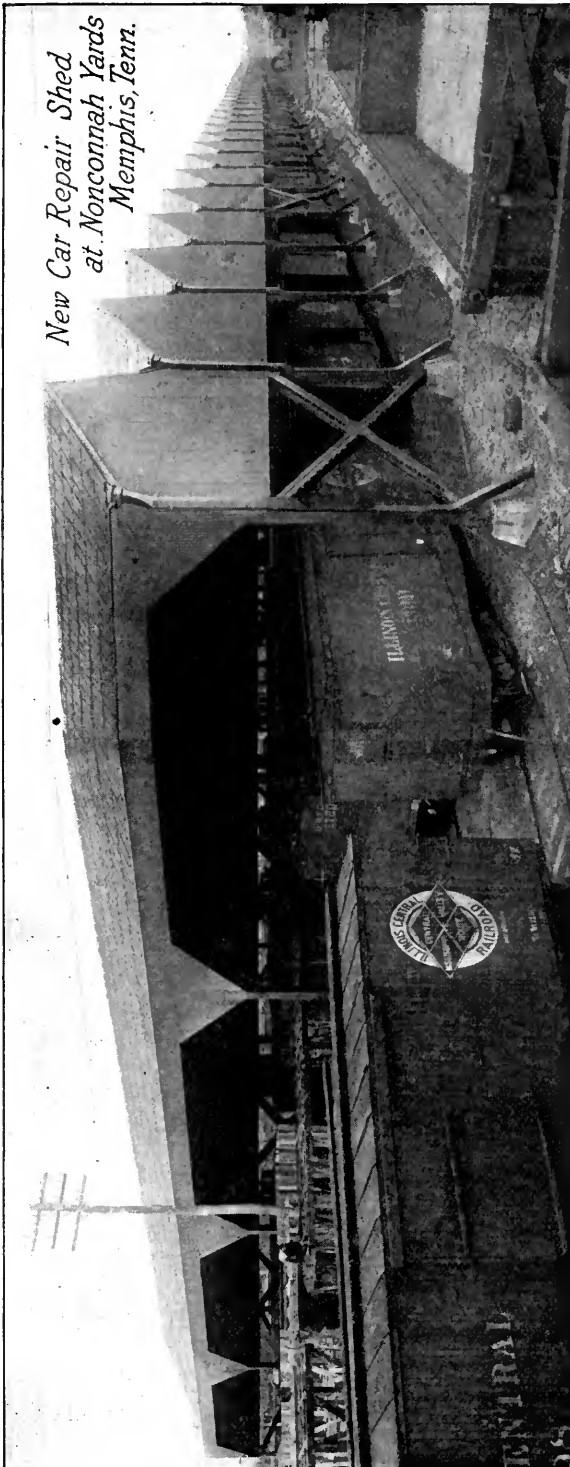
The excavation for the concrete piers supporting the columns was done by hand. The concrete mixing plant was located adjacent to the building and the concrete wheeled to the individual piers. There were one hundred and ninety-five piers which required four hundred and seventy-eight cubic yards of concrete.

The structural steel was erected without interfering with the car repair work by means of platform derricks having sixty-foot booms and mounted on timber

tion in the length of the building where the erection was in progress, as a clear space was necessary for the swinging of the boom. The transverse and two intermediate trusses of each bay were assembled on the ground and erected as a unit.

The erection of the tile, glass and roofing did not interfere whatever with the car repair work. The fifty-two cars of roofing tile, four cars of glass, five cars of composition roofing and seven cars of

*New Car Repair Shed
at Nonconnah Yards
Memphis, Tenn.*



cinder concrete material were hoisted by the use of a three-legged tripod on the roof purlins, a single hoist and two mules.

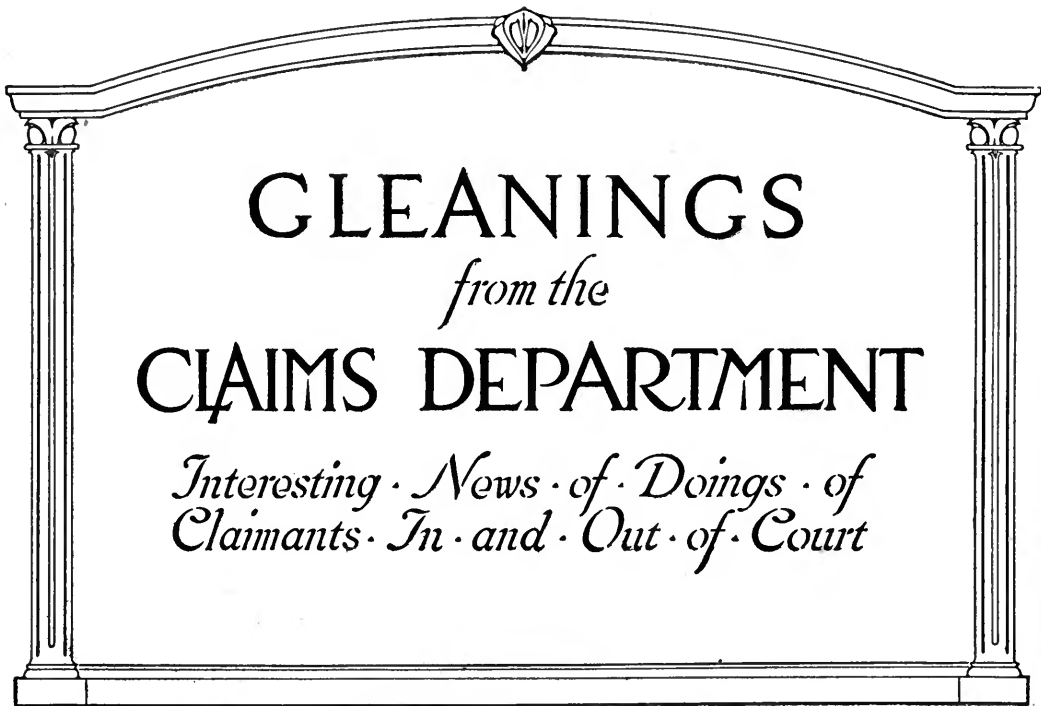
Approximately two thousand feet of sewer was necessary to provide the necessary drainage.

Work was started on November 20, 1915, and completed May 23, 1916, the concrete foundations being built in ninety-nine days, steel erected in sixty days, and the tile roof placed in fifty-three days. The operation of the car repair yard was so efficient during the construction of this structure that there was a reduction in the number of bad-order cars on hand instead of an increase as would naturally be expected.

The speed in the construction was due largely to the co-operation of the local officials of the Transportation, Maintenance and Mechanical Departments.

The track work, grading, pipe driving, pipe laying, other than sewer work, moving buildings and miscellaneous work, was done by a B. and B. gang, assigned to this work.

The structural steel was fabricated by the American Bridge Company and erected by Kelly Atkinson Company of Chicago, the foundations and sewers were placed by E. H. Walsh Sons of Memphis, Tenn., and the placing of the composition roofing, sheet metal work and painting was done by Nohsey & Schwab of Memphis, Tennessee.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A GOOD LAW, BUT IT DOES NOT GO FAR ENOUGH

The recent session of the Indiana legislature passed the following law for the safety of school children:

"In order to provide for the safety of school children it shall be unlawful for any person or persons driving any township wagon or conveyance, as is herein provided for, and used for the purpose of carrying children to and from school, to permit such wagon or conveyance to cross or enter upon the track or tracks of any steam or electric railroad, upon approaching thereto, without having first brought such wagon or conveyance to a full stop, and having some responsible occupant of such wagon or conveyance get out, walk ahead to such track or tracks and declare the same to be clear after having looked in both directions for approaching trains or cars."

The law is a good one, but it is too bad the legislature did not consider it necessary to provide for the safety of

adults, especially those who drive and ride in automobiles. A good many people do not seem to realize (and this is particularly true with legislators) that 10 per cent of all deaths are due to accidents and that every time the second hand on a watch makes a revolution, there are nineteen persons injured in the United States, and that there are more persons killed and injured annually in the United States than were killed or injured in the Civil War.

DAMAGES RECOVERED FOR INJURIES SUSTAINED IN A DERAILMENT WHICH PROOF INDICATED DID NOT OCCUR

It is so common a thing when a train accident occurs for passengers not in any way injured to present claims, that it has become the subject of many widely circulated jokes, but for a person to create from his imagination a derailment as the basis for a personal damage suit, is more rare. However, this is

what appears to be the case in the suit of Ed McGraw, colored, filed in the Circuit Court of Coahoma County for \$2,530 and tried at the May term of court at Friars Point, Miss.

The plaintiff, in his declaration, alleged that he was in charge of a car of cattle and household goods from Yazoo City to Clarksdale, Miss., on January 13, 1915, having a ticket for his transportation; that the railroad track near Albin, Miss., was in such a dilapidated and wrecked state that it caused a derailment of the train he was on, seriously injuring him. He testified to these facts and was supported by a negro living near Albin, who stated that he saw the car off the track. But this negro's testimony was so vague and uncertain as to be wholly worthless. It was also proven by a brother of one of the lawyers of the plaintiff, who farms near Albin, that about the time of the accident he noticed a number of new ties had been put in the track at about the place where the accident is said to have occurred, although he did not claim to know anything about the alleged accident.

The entire train crew testified positively that no derailment occurred but that a car was set out at Albin; that there was no rough handling or trouble of any kind and that they never heard of any injury to the plaintiff. The records of the company failed to show any such occurrence or delay in handling the train, and the section foreman on that section, whose duty it would have been to have assisted in clearing up any wreck occurring and in repairing the damage to the track, if any, was introduced with his books, which showed where his gang worked every day that month and that no work whatever was done at that point. It also appeared that the plaintiff first went to a colored physician three days after the accident and later to the company surgeon at Clarksdale, and that neither could find any external evidence of an injury. However, he produced on the trial another doctor, not previously heard of, who testified that he found

some evidence of a bruise on his back.

The case was principally fought on the proposition that no derailment occurred and the court instructed the jury that they could not return a verdict unless they believed one occurred as claimed by the plaintiff, but notwithstanding this and the proof, a verdict was rendered for \$500.

WOULD STOP ACCIDENTS

At the meeting of the City Council Monday night, Traveling Engineer J. M. Hoskins and Agent Joe Murphy of the Y. & M. V. Railroad Company, presented before this august body, a movement that will solve the safety-first proposition for the city, the public and the railroad company.

Mr. Hoskins asked the Council to adopt an ordinance requiring automobiles, auto trucks, motorcycles and other motor-driven vehicles, running upon the streets of the city, to come to a full stop not less than ten feet from the tracks before proceeding across same, prohibiting their stopping upon a crossing or approaching within ten feet of the track, except when crossing, and providing a punishment for all violations thereof.

After some discussion upon the part of all aldermen, Alderman Hollingsworth made a motion that the City Attorney be instructed to draw up an ordinance in reference to this matter and present it at the next meeting of the Council for its passage. The motion was seconded by Alderman Stout and carried.

Already the towns of Jackson, McComb City, Brookhaven, Canton and other places have adopted similar ordinances and they have been in force for some time in some of these towns and in every case, the ordinance has proven satisfactory and, in most instances, according to Mr. Hoskins, very popular.

The towns of Hazlehurst and Crystal Springs are now making preparations for the passage of this ordinance.

These steps are taken by the railroad company in an effort to prevent acci-

dents and come under the head of their Safety-First, Stop, Look and Listen campaign.

There is no doubt about the value of such an ordinance in the matter of safety, and it is very likely that the City Council will, after the ordinance has been given a thorough test, be commended for the passage of the same.—*The Yazoo Sentinel*, July 11, 1917.

REMARKABLE RECOVERY OF A MAN WHO ONCE STATED, UNDER OATH, THAT HE WAS RUINED FOR LIFE

During the month of December, 1912, Mr. D. B. Phillips, a carpenter of Grenada, Mississippi, having a job of work to perform a few miles north of town, decided to use the railroad tracks as the best and shortest route between the two points. Carrying a lot of tools and supplies, he set out on his journey perfectly oblivious of the fact that the track upon which he was walking was owned by the Railroad Company, and maintained solely for the purpose of running trains thereon.

After reaching a point about a mile from town, Mr. Phillips entered upon a long trestle without taking the precaution necessary for his own protection by looking both ways for a train. He had gotten about half way across when the engineer of a train following blew his whistle and rang his bell as a warning, at the same time putting on brakes as a safety measure. The train was yet a long distance away, and going slowly, but when Phillips heard the whistle he "joined the birds," to use a slang expression. He simply jumped off into space, landing about 15 or 20 feet below in soft earth. The train which had by this time stopped before reaching the end of the trestle, pulled on up and the slightly injured trespasser was taken aboard and carried back to town where he was given careful and free treatment by the railroad surgeon for several weeks, or until a lawyer joined the circle; then the company surgeon was dismissed. In the beginning, the claim agent proposed to pay Mr. Phillips an amount of money sufficient to cover any loss

of time and expenses, regardless of the facts which showed clearly that the Railroad Company was not to blame, but Mr. Phillips was skeptical. He very soon entered into a contract with a lawyer and suit for \$10,000 was filed. He charged all sorts of wrongs were perpetrated upon him; also that he had sustained an injury to his back which would remain with him the balance of his life. It was necessary, too, during the time the case was pending, for him to use crutches, or a cane, but when the jury brought in a verdict for the railroad the articles used for assisting locomotion were consigned to the scrap heap.

Mr. Phillips had to "come across" with the costs of trial which amounted to something in the neighborhood of \$200. He is now an older, but wiser man. But the funny part of this story, or the climax to the whole thing, is shown in the following advertisement which appeared in the Grenada Sentinel of June 15 (1917) issue:

"D. B. Phillips, bridge contractor, 503 Second street, Grenada, says: 'I had a good deal of trouble with my back, and if I sat down, I couldn't get up without support. I also had pains in my left side. Doctors told me my kidneys caused the suffering, but their treatment didn't give me relief. * * * * * removed the lameness and soreness in my back and over my kidneys, and the pains in my side went away. I have since remained free from these troubles.'"

GREEK HAD THE "DAMAGE SUIT DISEASE"

Nick Photinos and his partner run a bakery in South Omaha. On January 25, 1916, his partner drove their delivery wagon helter skelter past the crossing flagman, who was trying to stop him, and into the front end of the morning passenger train as it was crossing Thirteenth street. The horse was killed and the wagon damaged.

Under the circumstances it was hardly to be expected that Nick would register any complaint with the railroad—but he did. It was explained to him that the accident was due to the fault of the

driver, but Nick had heard of folks who had maintained big damage suits against the railroad, and he wanted one.

Rather than incur the expense necessary to litigation, an offer was made by the railroad to pay the value of the horse and the damage to the wagon, but this did not tempt Nick from his vision of big gain.

On the recent trial of the suit at Omaha, the driver did all he could for his partner by testifying that he stopped, looked and listened before crossing the track; but the jury evidently thought differently, and Nick's dream of gold faded into a verdict for the railroad.

A LEAK IN THE FOOD SUPPLY

Superintendent Dubbs, of the Y. & M. V. R. R., calls attention to the fact that for the past several months the company has experienced a good deal of trouble at Rolling Fork and in this territory on account of striking stock on its waylands. Owners of stock should cooperate in every way possible to keep the stock off the waylands as their presence there constitutes an extra hazard to travel, and also entails a large expenditure for the stock which is struck. The committee on national defense, as well as the president, have called attention to the necessity of conserving our food supply. When hogs, cattle, etc., are struck by trains it results in a total loss of that much food. Keep your "thoroughbreds" off the waylands. —*Deer Creek Pilot*, July 13, 1917.

MULE COLT ON THE WING

The following telegram, signed by G. B. James, and dated Louisville, July 13, was addressed to Superintendent T. E. Hill, Roadmaster P. Glynn and Claim Agent J. K. Johnson:

"This wire from Conductor Arnult, Extra 1781 North, today: 'Mule colt followed train out of Central City; last time seen was two miles north of Central City running 15 to 20 miles per hour.' Supervisor Pruitt was instructed to catch him."

NARROW ESCAPE

The Panama limited train came so near running over a man Tuesday morning at the crossing near the Presbyterian church the engineerman seemed to almost blow the whistle off the iron hoss. The man was walking between the tracks and trying to dodge the fast train almost stepped in front of a fast freight train going north and darted back across the track barely missing the "Panama." People should never walk on the railroad tracks. — *Wesson (Miss.) Enterprise*, July 6, 1917.

NEW KIND OF SUIT

Suit has just been filed in the Police Court of Corydon, Ky., to recover \$5.00 damages on account of one turkey alleged to have been killed June 1, 1916, and \$5.00 for one goat alleged to have been killed March 25, 1917. Both of these accidents occurred near Corydon, Ky. All of the locomotive engineers running through Corydon have been interrogated and not one of them has any record or recollection of having collided either with a turkey or with a goat. The question which naturally arises is, what kind of a fence would a Railroad Company have to provide in order to exclude goats and turkeys from its tracks. If a locomotive engineer saw a turkey on the track ahead of him would he be expected to stop his train?

TOO DEAD TO BE REVIVED

An attempt was made to revive the damage suit industry at the June term of the Lincoln County (Miss.) Circuit Court. There was a heavy docket, and what promised to be a rich harvest for the damage suit lawyers turned out to be a great failure. Lincoln County, which was once the worst place in Mississippi to try cases against the railroad, has become one of the best places. The people have awakened to the situation. The following is quoted from the *Semi-Weekly Leader* of June 30:

"The fact stands out prominently that every plaintiff that tried a case before

a jury at this court term lost his case."

A great many of the cases were non-suited and some were compromised at reasonable figures—figures which the railroads involved would have cheerfully paid before the suits were instituted if they had had the opportunity. It looks like the damage suit industry corpse in Lincoln County should be buried. It appears to be too dead to be revived.

JURY THINKS DEMAND TOO HIGH, BUT GIVES \$12

In 1915, Mrs. L. M. Raines, a passenger on train No. 15, Memphis to Friars Point, Miss., December 30, 1914, brought suit in the Circuit Court of Coahoma County for \$1,500 on account of worry, inconvenience, fright, etc.

On the night in question there was a freight wreck between Coahoma and Lula, which made it necessary to detour train No. 15 via the Lake Cormorant District and Tutwiler to Clarksdale, and, as Lula—the point where change is made for Friars Point, plaintiff's destination, and other places on the Riverside District—was between the place of the wreck and Clarksdale, it was necessary to carry Riverside District passengers to Clarksdale and have them remain there for the night.

Mrs. Raines' most serious complaint was that she was dumped into a strange town, among strangers, without funds and without knowledge of the location of hotels, etc. Investigation developed that there was also on the train, as a passenger, a young man who worked in the same store with Mrs. Raines' husband at Friars Point, and that this young man took her to the home of one of her friends at Clarksdale, where she spent the night. She was so little concerned about the delay in reaching Friars Point that she remained in Clarksdale all of the following day and night, and attended a dance there the second night.

The case was tried in 1915, resulting in a jury verdict for \$750. The railroad asked for a new trial, which the trial judge granted after holding the matter under advisement for several months.

The second trial was had in June, 1917, resulting in a verdict for \$12 damages for the plaintiff.

This illustrates how eagerly any unusual occurrence in connection with a railroad trip is sometimes seized upon and made the basis for a damage suit. In truth, this lady was probably very glad of the opportunity to visit Clarksdale and her friends there, and to enjoy the dance the following night. Of course, if the occasion could be made to yield a few hundred dollars damages, so much the better. She is so disappointed over the result that it is understood an appeal will be taken to the Supreme Court.

The judge who tried the case stated from the bench that he did not think she sustained any damage whatever, but as the railroad had contracted to carry her to Friars Point and did not do so, he would give an instruction for nominal damages.

The tax payers of Coahoma County have had to stand the expense of two trials of this complaint, and presumably the Supreme Court will have to devote sufficient time to read the evidence and briefs and hear the arguments.

MR. PELLEY DISCUSSES AN UNREASONABLE LAW

(From the *Greenwood (Miss.) Commonwealth*, August 1, 1917).

Memphis, July 13, 1917.

Editor The Commonwealth,
Greenwood, Miss.

Dear Sir:

My attention has been called to an item appearing in your issue of May 26, headed "Negro Killed in Cold Blood," which item further states that Allen Brackett had been placed in jail for murder of Joe Poe, whose body with a crushed skull was found on the Y. & M. V. Railroad track at Rising Sun on the morning of May 25.

It appears that upon investigation a clue was found which led to the arrest of Allen Brackett and his confession that he and Poe's wife committed the murder and placed the body on the railroad track. This discovery has probably

saved the Yazoo & Mississippi Valley Railroad Company a tidy sum of money. Some years ago the Mississippi legislature enacted Section 1985 reading, "In all actions against railroad companies, for damage done to persons or property, proof of injury inflicted by the running of locomotives or cars of said company shall be prima facie evidence of the want of reasonable skill and care on the part of the servants of the company in reference to such injury. This section shall also apply to passengers and employes of railroad companies."

Had a suit been filed for the death of Joe Poe, all that the plaintiff would have had to have shown was that he was found on the railroad tracks and had injuries such as would probably have been inflicted by being struck, or run over, by a train, and this, under the above section, would have been "Prima facie evidence of the want of reasonable skill and care on the part of the servants of the company," and unless the railroad could have shown, by eye witnesses, just how he met his death, a judgment would no doubt have been rendered against it, as has been done in numerous cases. During the past year the railroad had to pay a \$15,000 verdict affirmed by the Supreme Court, where a white man was found dead on the track on my division, and it was impossible to show how the accident occurred, but it was shown that he was last seen the evening before in a very intoxicated condition walking along the railroad track. He might have been lying on the track in such a position that the engineer could not have seen him. Besides, the law does not require that the engineer maintain a constant lookout, and his duties are such that he cannot do so. He might momentarily have been doing something else about the engine; or this man might have attempted to catch on to a car of a passing train and been thrown. Still, while these were probably the facts, as of course no one believes that an engineer would wilfully run over a human being, the company had to pay \$15,000

because it could not prove by eye witnesses just how this intoxicated person, at a place where he had no right to be, met his death.

It is certainly well known that great numbers of trespassers are constantly beating their way over the country on railroad trains and a great many of them are killed by falling off such trains under circumstances which preclude the possibility of any member of the train crew knowing anything about it.

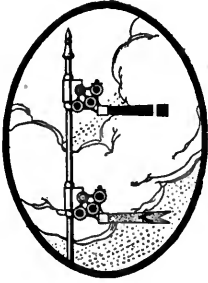
Is it reasonable or just to give advantage by law to the families of such persons who themselves were violating the law in stealing rides on trains, or in trespassing on the track at the time they met their death? Ought not the burden at least rest upon their representatives to show how the accident occurred and that it was through the want of skill and care on the part of the employes of the railroad, rather than conclude that this was the case because the facts are not known? ?

It would be just as fair, where a negro was found dead some morning on a plantation, to hold the owner responsible because he was unable to show just how the death occurred. What would the people of the State say about a statute that affected its planters in that way? If unfair to them, is it not unfair to the railroads?

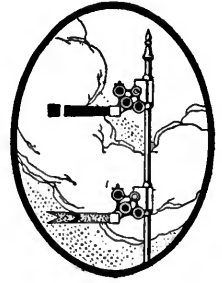
I have often heard attorneys who specialize in damage suits against railroads say that they thought this a very unjust statute, and that it ought to be repealed. I do not believe there is any fair-minded man who would seriously undertake to defend it. If this is true, why was it enacted, and why is it permitted to remain a law and the weapon by which the railroads of the State are compelled to pay out many thousands of dollars annually, which could certainly be expended in other directions much more to the benefit of their patrons?

Yours truly,

J. J. PELLELY,
Superintendent.



SAFETY FIRST



MINUTES OF SAFETY MEETING HELD IN THE OFFICE OF
MR. G. E. PATTERSON, SUPERINTENDENT AT 9:30 A. M.
SATURDAY, JUNE 23, 1917, McCOMB, MISSISSIPPI.

Present:

Mr. G. E. Patterson, Superintendent.
Mr. H. P. Campbell, Train Master.
Mr. J. L. Beven, Train Master.
Mr. T. Quigley, Road Master.
Mr. C. M. Starks, Master Mechanic.
Mr. J. D. Harrell, Traveling Engineer.
Mr. J. M. Hoskins, Traveling Engineer.
Mr. J. E. Schneider, Chief Dispatcher.
Mr. L. L. King, Division Storekeeper.
Mr. H. G. Mackey, Division Claim Agent.
Mr. J. J. Carruth, Division Claim Clerk.
Mr. J. L. Morgan, Agent, Jackson, Miss.
Mr. Wm. McCubbin, Chief Clerk, Secy.

The meeting was called to order by Superintendent Patterson at 9:30 a. m. Reports from the General Manager in reference to have increase in claims on account of personal injuries, also report for month of May from General Chairman of Safety Committee covering personal injuries, were fully discussed and a general discussion of local conditions followed.

Personal Injuries.

It was recommended that, at each freight house, a chairman and special committee be appointed to investigate and render full report to the Agent of all personal injury accidents. This committee to be instructed that, as soon as a personal injury accident occurs, they should immediately secure the facts and render report to agent or head of department. A similar system is in effect at all shops and roundhouses on this Division and it is thought that extending it to important agencies will be of valuable assistance in determining the facts and applying preventive measures.

Supervision and Observation.

Those present were fully impressed with the importance of what strict supervision, observation and co-operation means, and what good results can be obtained when the entire staff on a division works together in that direction.

Wires on Flat Cars.

Attention was directed to flat cars, moving over the road with wires attached to sides of cars, lying on the top of cars or hanging over sides

creating hazard of accident. We are refusing to accept cars, in such condition, from our connections and are having agents call on our patrons who unload cars, and have them promise to remove all wires at the time cars are unloaded. Agents at all points have been instructed not to offer cars for movement until such wires have been removed.

Motor Cars.

We feel that some standard type of motor car frame and seat arrangement should be adopted. We recommend that seats be so placed over wheels that the men will ride with their feet out beyond rail which gives them a better chance to get off in emergency.

Road Crossings.

At some points it is a practice for the crossing flagman to leave crossing unprotected during the noon hour, in order to go to his meals. This practice should be strictly prohibited.

Station Platforms.

Some standard should be adopted for station platform, especially those built between tracks, which are usually partly planked and the balance made of gravel. We feel that some standard should be adopted so that when such platforms are rebuilt they will be made standard.

Speed Restrictions.

Some restrictions should be placed on speed of motor cars; also, motor cars should be provided with a whistle or a hand horn to give warning signals approaching crossings, etc.

Physical Examination Road Department Employees.

While no specific cases were mentioned, attention was directed to possible laxity in the physical examination of men employed for service, other than that connected with the movement of trains. The protection, which the examination of applicants insures the Company, will be lost if such examination is not a thorough one. The question comes up in connection with present labor situation. There is not now a choice of labor; therefore, more than ordinary precaution should be taken to prevent physically unfit applicants getting into the service.

Blue Flags.

While we have not had any accidents on this division recently on account of car men not properly protecting themselves with blue flags when working under cars, every one present was cautioned to see that this rule is complied with in all cases and to impress the importance of the matter continually on subordinates.

It was also recommended that in outside yards blue metal flags be used instead of cloth as cloth flags usually hang down against the staff and cannot always be readily observed. It was the consensus of opinion that the patented metal flag with rail attachment and lock clasps is a good thing.



Accounting Department

Freight Claims

By B. D. Bristol, Freight Claim Agent

Literally speaking, the Freight Claim Agent is responsible for the prompt and proper payment of every freight claim that should be paid and for the proper disposal of all others, yet there are a great many other persons indirectly responsible in determining what action may be deemed proper. Close supervision will go a long way toward claim prevention, but once a claim has been bred, nothing but facts can be reckoned with. The burden of proof is upon the carrier to free itself from negligence, and unless the facts with which to do this are forthcoming the company's interests cannot be successfully defended.

We have issued what is known as Freight Claim Agent's Circular J-34, which, when carefully observed, renders a vast service. This circular requires the agent to verify all bills and invoices, and to furnish along with Form 292 any and all other available data that will in any way aid in arriving at a proper solution of the problem at issue, and yet there are claims reaching this department every day, over the agent's signature, without one word as to the merits or demerits of the case. Every freight claim should have the close scrutiny of the agent before it leaves the local office; it is a part of the agent's work that cannot be neglected without risk. The same is as equally true of claim correspondence. One of the very important duties of a local agent is giving careful and conscientious attention to all matters appertaining to freight claims.

Sometimes an agent is dilatory and seems not to realize the responsibility

in him vested. A freight claim which he knows to be excessive will be received and forwarded to this department with Form 292 and all the necessary documents to support it, but without a word of comment, leaving the adjustment entirely with the Freight Claim Agent. The Investigator to whom the claim is assigned recalls just such another circumstance and after a great deal of correspondence, without satisfactory results, a Traveling Claim Agent is sent out on the case and the claim is amended, withdrawn or declined, and incidentally it is learned that the agent was familiar with all the facts and circumstances in the first place, but involuntarily withheld them.

No one not familiar with General Office routine, can conceive of the enormous amount of mail matter that comes into and goes out of the Freight Claim Office every day. No less than 13,000 communications are received in this office every week and there are a great many more sent out. A substantial saving in the time taken to adjust claims and the expenses attending the investigation can be made by minimizing on correspondence and preventing duplicates through tracing for replies, etc. Especial care should be exercised to see that all papers are securely attached and that correct claim numbers and file references are shown upon all communications, that they may be passed to the proper person with the least possible confusion. Unless these matters are handled with efficiency and dispatch there can be but one result—things will not move along as they should, files will become burdened and claimants dissat-

ified. Such conditions breed criticism and help to pave the way for adverse railroad legislation.

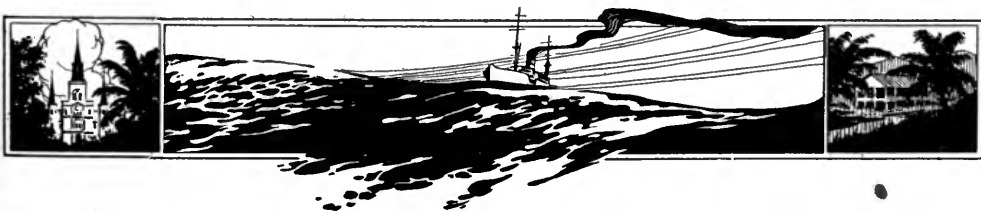
Too many are content to reply to important communications in part and by pencil notations, or by answering direct questions only, often withholding important facts because in some instances the Investigator, in attempting to be brief, has failed to bring them out prominently with his queries. This is not as it should be; we are all serving the same company and for the same purpose, whether in one department or another, and it is our duty to guard the company's interests as we would our own. If any one withholds from the Freight Claim Agent facts which, if supplied, would enable him to successfully decline a claim, or have reduced a claim that should not be paid in full, or make prompt settlement, he is surely guilty of negligence; the fact that he may not have been asked the leading question that might have brought out the additional data, should not exempt him.

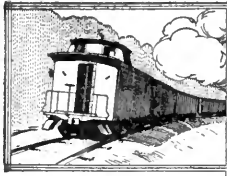
In a number of states in which this company operates there are laws which allow only sixty days in which to adjust claims on intrastate shipments and each failure to conform to the law lays us liable to a penalty of \$25.00. Superintendents should see to it that all under their jurisdiction understand these laws and that they are reminded of them from time to time, or as often as the occasion may require.

Failure to furnish all the facts or to reply to important communications promptly often involves the company in lawsuits, necessitating the transporting of employes, as witnesses, from one sec-

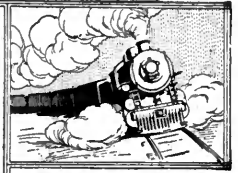
tion of the road to another, at times impairing the service by taking men of heavy responsibilities away from their work when their services are most needed, possibly for several days at a time, as in the case of court delays or by the postponement of the case from one term of court to another. Even if the case is followed to a successful conclusion and judgment finally rendered in favor of the company, lawsuits are a burden and should be guarded against. In some instances they are looked upon as a matter of necessity, but with a full and concise statement of all the facts at the outset, many suits could be averted. There is no one thing that tends to bring on lawsuits more than the withholding or suppression of facts; it is just as important that we know what the plaintiff will be able to prove as it is to know our own side of the argument.

The Freight Claim Account is a large one and one which it would please the company to abolish entirely, and while this may be beyond hope of realization, it is conceded by all alike that it can be reduced in more ways than one. Space will not permit of details, but suffice it to say that anything done along the line of prevention will materially assist in reducing the Freight Claim Account, and to this end the co-operation of every one is solicited, that all may be brought to realize the importance of these matters and that we may be assured that a few words addressed to the proper one will bring out all the available facts and circumstances at the earliest possible moment, to be used profitably in preventing similar cases and to enable speedy and satisfactory disposition of the case at issue.





TRANSPORTATION DEPARTMENT



Psychological Influence

By P. E. Odell

The one great question that has a vital bearing on railway transportation today is "How can we best handle our Employes to secure the maximum of Efficiency?"

Men will not *work* for money; they merely go through motions, but they will work for men and it seems to me that some railway officials have overlooked the value of a study of psychology in its bearings upon railway service.

The result to be attained is simply one of changing a mental attitude from one of latent antagonism to a sympathetic one, a sort of demonstration that the managerial attitude is not wholly selfish but rather co-operative towards employes, and may be concretely expressed as "The Management desires to co-operate with you, its Employes, for mutual good—whatever effort you may put forth for the benefit of the service we are glad to recognize and to meet you half way in making that effort permanently successful."

The present epoch is one of those critical moments in which the thought of mankind is undergoing a process of transformation and it is already clear that on whatever lines the future is organized we will have to count with a new power, with the last surviving power of modern times, *the power of the masses.*

Professional students of psychology have lived apart from the masses; have always ignored them; have always associated crowds with crimes, but there are heroic virtuous crowds and to lead them

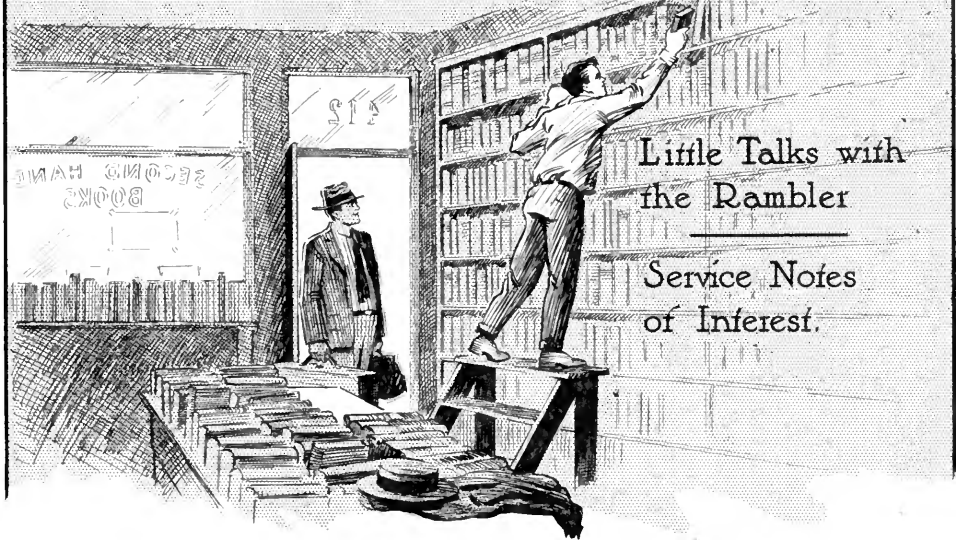
one must be possessed of an instructive knowledge of their character.

The history of the Illinois Central changed over night not many years ago and I firmly believe that psychology played a strong part in the reform that took place at that time, system concerted action and co-operation supplanted chaos because the chiefs were men who knew *What and When.*

Personality is, of course, an essential qualification of the official who comes in personal contact with employes. Great power is given by affirmation, repetition and contagion, by the circumstances that they acquire in time that mysterious force known as prestige—whatever has been a ruling power in the world, has in the main enforced its authority by means of that irresistible force expressed by the word prestige, and it is the main-spring of all authority. There are two kinds, acquired or artificial (which is the most common), and *personal* prestige—the latter is a faculty independent of all authority and the possessor is enabled to exercise a magnetic fascination on those around him. He forces the acceptance of his ideas and sentiments and is obeyed.

I firmly believe that Psychological Influence plays a strong part in the solution of our problems—co-operation and faith in the work will take the place of antagonism and as the palms of the masses have been crossed with gold, Dame Fortune decrees: That "there aint goin' to be no such animal" as the Iron Hand on either arm of the industrial world.

PASSENGER TRAFFIC DEPARTMENT



Book Shop Philosophy

THE Rambler had been away on an extended trip East, so that I had not seen him for two weeks or more, hence I was so glad on his return to see him pass my door with grips in hand, that I followed him into his office to welcome him back, and in a general way to learn how things were with him. As I stood at his desk, not intending to remain long enough to sit down, Snap Shot Bill came rushing in with a letter in his hand, which he gave the Rambler, apologizing as he did so for breaking in before, as he expressed it, the Rambler got his breath, but excusing himself for so doing on the grounds that the letter called for immediate action, as otherwise the granting of the request made therein, if granted at all, would have to be postponed for a month. The Rambler glanced through the letter hurriedly, smiling as he did so at what proved to be its uniqueness, and then tossed it over for me to read, saying to Bill as he did so, "I fail to see why this is not a matter that you could have attended to yourself without referring it to me. You know," he added pleasantly, "that he

who is afraid to assume responsibility in the railroad business gets along but slowly, to say the least." "Well," said Bill respectfully, but not at all abashed, "I was going to answer it in the negative, but I thought perhaps you would like to know what 'Zip' says as to the prospects of increased business at—— Station." "Prospects and realization are two different things, you know, Bill," replied the Rambler good naturedly, "and I have a way of knowing when prospects materialize into reality. So I guess that letter could have waited; but tell me," he continued with a half quizzical look at Bill, "why if you had not brought that letter to me would you have settled the request it makes in the negative?"

The relations between the Rambler and Snap Shot Bill, while at times strictly formal, were also in a measure those of personal friendliness, and I could see that the Rambler, while apparently questioning Bill in what might be called an official way, was primarily in the mood of giving him a little friendly training.

"Because," replied Bill in answer to the Rambler's question, "to show _____ Station in the Official Guide as is asked is not in line with the general policy adopted in the selection of the limited number of stations that we can show in that publication." "That's what I thought," was the answer, "and theoretically you are correct. But don't forget, Bill, that sometimes occasions arise where to be bound by hard and fast theory is worse than a little yielding. In other words, in addition to being unafraid of taking responsibility, don't be afraid to change custom or policy when by such change more is to be accomplished in the long run than by adhering to some little pet hobby which may have been the very best thing at the time it was adopted, but which does not necessarily always remain so. Let's take this case of 'Zip's' request. He asks that a station be added to a list in the Official Guide, which station, at the time the list was made, as it now reads, was not of sufficient importance to be included in view of the fact that a limited selection had to be made for want of space. It now seems, however, that 'Zip,' who is on the ground and ought to know even better than we can at this stage, thinks it should be shown and gives his reasons therefor. However, we can't add it for want of space unless we eliminate something that we already carry. But perhaps, Bill, if you look carefully into the matter you may find that some station now in the table involved has become less important than it seemed to be at the time it was listed; or that in view of what 'Zip' tells in his quaint way, his station may now be, or is about to become, of more consequence than some other that we carry ever was. Check up and see if you cannot find some station already in the list that, based on population, whether it is a telegraph station or on the number of trains that stop there per day, can be cut out without being missed. If so, then cut it out and let in the one 'Zip' asks to be shown. But I still think you should have thought of all this yourself," he concluded kindly, as he thus practically dismissed Bill.

The letter was from one of our outside representatives who rejoiced, for cause entirely unknown, in the nickname of "Zip," and who in writing letters to small fry like Snap Shot Bill, between himself and whom there was some personal friendship, delighted in indulging in unique phraseology and spelling; and to which letters the signing of his nickname thereto was also a delight. His letter follows, in which connection it is needless to say that "Zip" took liberties with the name of the town from which he wrote, and that his superscription was intended for Snap Shot Bill and not for any of his superior officers:

Boozeburgh, Julia — 1917.

Dear, jolly ole Sir:

While in _____ t'other day, I was asked by a ticket agent "where _____ was located."

I gave him the desired inflammation. He told me that it did not show in the Official Guide; upon investigation I found that he was kee-reck. For your information will state that _____ is now taking on some importance. As how? Well, the furnace at that point is being gotten into shape and they expect to "blow in" very soon, and likely there will be quite a lot of travel to _____ on that account, and it occurred to me that it might be a good thing to show the station in the Guide and in the schedules, if it may be done without too much troub. Of course I understand that there are many small stations that are not included in the lists in the Official, and also the reasons for not showing them. With our limited supply of folders we cannot always keep all of the agencies supplied, but we endeavor to keep the important ones supplied and we do not think it necessary to increase the expenditure for folders to cover our field. All of which I am handlin' to yuh, yourselluf.

With the very kindest regards an' many of them,

Yours Sincerely,

Zip.

"Don't go yet," said the Rambler to me, as I started to follow Bill after having finished reading, "I am not going to

tackle this mail until after lunch; and listen now, while I think of it. I saw Tyro on the way over from the station, and he wanted me to be sure and tell you to take a bite with him this evening. I told him I would have you telephone. Lucky you came in, so that I was reminded of his message."

"I'll do it now," was my response, and picking up the telephone from the Rambler's desk I arranged on the spot with Tyro for the meeting he desired. "By the way," I said, as I hung up, "where did you happen to run across Tyro at this time of the day? It's generally his sleeping time, I believe."

"Oh," was the laughing response, "you know he is an old book collector, and I don't think he ever sleeps when it occurs to him to chase down some volume that he thinks he wants. At any rate, such was undoubtedly the cause of my unexpectedly running into him this morning on my way from the train. You see, I had been away some time and had come to the point where I didn't want to swell my already considerable expense account by coming over from the station in a taxi. Hence I walked. But as it is so confoundedly hot this morning, I took my time about it, and in doing so tried to forget the sweltering temperature by taking in all the sights that were of interest in passing. So, when going by the old second-hand book shop on the cross street, on glancing in at the door who should I see but Tyro standing on a low step ladder and just reaching out to pull a book from the well-filled shelves. I stepped in and hailed him, and as there was no one else in the shop and he seemed very much at home there, we had quite a little chat together; for, to tell you the truth, the coolness of that somewhat dim shop was a relief from the hot pavements under foot and the burning sun overhead, and I felt that I was entitled to a little rest by the way. I naturally asked Tyro what forgotten gem in the book line he was looking for, and he laughingly replied that as I would never guess he might as well tell me at once that it was an old school reading book that he wanted, and he

wanted it mighty bad. 'I doubt, however,' he said rather despondently, 'whether I'll find it here, as it was never common to this section of the country, and my only hope is that it drifted out here at some time in the past from the East, where it was the universal school reading book of my father's time. I never used it in my school days, it having been superseded by something thought at the time to be more modern; but there was a copy of it drifting about the old home in my youth, and there were three pieces of poetry in it that at one time I knew by heart. I have often wondered what became of that book when the old home was broken up, but certain it is that it is gone as far as I am concerned and has been gone for years. With it, too, went the memory of how those three poems went, but a short time since the sum and substance of them returned to mind and has been haunting me ever since. One of them in particular I could use in an illustrative way in my business. The story another tells is too well known and too often referred to to make it very vital to my happiness; but still I would like to read it again in the way it was originally put. The third, however, I am hungry for on account of its jingle. It was called, I think, *The Wind on a Frolic*, and began something in this way:

The wind one morning sprang up from
sleep

Saying, now for a frolic, now for a
leap,

Now for a madcap, galloping chase;
I'll make a commotion in every place.

"Then it went on to tell of the mischief that the wind did during the day, tearing down signs and overturning old women's gingerbread stalls as it swept through a town, whirling the country lad about and leaving him standing in a puddle in the lane, and so on through various sections of the country out to the sea, where it periled the mariner's bark, until, the day being done and the wind tired out, the latter went to sleep on a lonely rock projecting out from the ocean. There was a jingle about that rhyme that haunts me yet,' continued

Tyro, 'and I would give at least six bits to just lay my hands on that wind poem once more. The one referred to as being well known illustrated the advisability of looking on both sides of a question, and was the tale of the two knights who met at a road crossing and viewed from opposite points of view a shield set up thereon. One claimed that it was of silver and the other that it was of gold. You of course remember the story, how they got to fighting about it, only to find in the end that both were right, the shield being of silver on one side and gold on the other. I don't need the book for any facts in the case as to the two knights and the shield, but it would be rather a satisfaction to be able to read it again in the language of my boyhood days. But the real gem that I want, and which I can use in my writing, was called, if I remember correctly, *The Returned Travelers*, and was in three verses. The first told of two travelers, who, returning at the same time to their native village, were asked what they had seen. The second verse was the first traveler's answer, he telling, in effect, of the green fields, blue skies and glistening seas that had come under his observation. The third verse was the second traveler's answer, and was word for word the same as the second. You see, these two verses were purely a trick of inflection in the reading and illustrated how different temperaments saw the same thing. One of the travelers went through his list as he had gone through his travels, in a bored sort of way, implying by his tone and manner that he had seen nothing but green fields, blue skies and glistening seas, and that they were hardly worth while. To the other, however, these same things had been of interest. He had seen beauties in the fields, skies and seas, and made that fact manifest by the enthusiasm with which he enumerated them as most interesting sights of travel!"

"Well," laughed the Rambler, as looking at his watch he clearly intimated that it was time for him to go to lunch, "I left Tyro still digging on one of those upper shelves for that old reading book. I hope he found it."

I met Tyro as agreed when the time came. I think I have said on a previous occasion that Tyro was more my friend than he was the Rambler's. Between him and the latter was more or less of a casual friendship, while mine was one of regular standing from boyhood. Hence it was quite a common thing for me, being free to come and go as inclination dictated, to take a meal with Tyro in the small hours of the night when his day's work ended. On such occasions we frequently protracted our sittings at the table, and on this evening we made it unusually long. This for the reason that Tyro had something particular that he wanted to talk with me about, and for which he had sent for me, and partially because at one stage our conversation turned on the Rambler. I had said to Tyro incidentally that I hoped he had found the reading book that he had been looking for that forenoon, to which he replied in the negative, and with the added remark that the Rambler had evidently been telling tales. "How much, I wonder, did he tell you of what we talked about in that Book Shop?" "Not so very much," I replied, "except that he told me what you said about the three poems you wanted to find." "Didn't tell you what *he* said, I suppose?" said Tyro. I shook my head in the negative as I answered, "No doubt he found some application of those poems to passenger traffic. Tell me, what did he say?"

"Well," Tyro began, "you know the weather was hot and there is no doubt but that the Rambler is growing fat, hence he seemed to be suffering a little from the heat. In consequence, I don't think he got along as well as usual in his comparisons, but he did make a try at it. He passed over the wind poem with the simple remark that it was like some people, especially some of his competitors in passenger traffic, to stir up a fuss every now and then, and then go themselves into quiescence, as did the wind on its rock in midocean, leaving the victims to struggle with the demoralization caused thereby.

"It is easy to see that he compared the

knights and shield story to the modern method of employes and managers getting together and discussing things. In other words, thrashing out both sides of a question, as against the old sometimes habit of arbitrary dictation on one side and sullen obstinacy on the other.

"But the tale of the two travelers seemed to appeal to him the strongest. 'Just like modern travelers,' he said. 'Some see good or find interest in some or all things that come under their observation and others can find neither in anything. In the first you have the animated, reasonably satisfied traveler to deal with and in the other the chronic grouch and kicker. We passenger men and those affiliated with us in the moving of our passenger trains know them all. Perhaps I may add,' he continued reflectively, 'an intermediate type, namely the philosophical. Those who, while not wholly satisfied, good-naturedly make the best of things, and who become neither grouches nor kickers when they cannot be enthusiasts. All three of these classes I perhaps saw illustrated on my recent trip. For example:

"One of the stages of my journey was on what might be called a relatively short run of about six hours. It was into a region thick with summer resorts to which travel was so heavy that trains from twelve to fourteen cars every few hours apart during the day were sent out from the metropolis. The train on which I traveled carried no dining car, but did have six parlor cars up to a certain junction point, about one hundred miles distant, from which they continued on in varying directions. In some of these parlor cars, at least the one in which I rode and the one accompanying it over the branch on which was my destination, were buffets from which was our only chance for lunch. One buffet man handled the lunch feature in the two cars, and by the time we had reached the junction referred to he had evidently finished with all who desired his services in our car and had disappeared, it afterwards developed, into the second car to serve the passengers there. At the junction, however, a gentleman boarded

the car I was in and told the porter that he desired a lunch. The porter, who had nothing to do with the buffet, told him nicely enough that the buffet man would serve him as quickly as possible, going at the same time into the other car, presumably to advise the buffet man there that he had a customer in his car. (Of course, I did not see for myself, but the supposition was, based on what I knew had happened in our car, that the buffet man was still as busy as a boy with snakes serving in that second car. This the man did not, or would not, understand. He sat from the beginning on the edge of which might otherwise have been a comfortable chair for him, and with gradually increasing sullen looks grew impatient that he was not approached to have his order taken. He held up the car porter several times, speaking by no means pleasantly to him, and finally hunted up the parlor car conductor and scolded him roundly for the treatment he claimed he was receiving. He even threatened to report the matter, mixing with the threat some covert abuse which even the generally mild-mannered, courteous and heavily service-stripe-bedecked conductor resented. In time, however, he got his meal; but it did not allay his grouch, for an hour afterward I overheard him in subdued tone but vicious manner threatening the car porter, who, as far as I can see, had been helpless in the matter. Now of course I do not know,' the Rambler continued, 'whether the exhibition of meanness displayed by that man—and he was mean about it—was natural to him or whether it just happened to be an unusual outbreak, but if I am any judge of human nature he was a fellow that in his travels, like the bored one in the poem, saw but little of interest round and about him.'"

Tyro laughed lightly to himself as he recalled the Rambler's actions at that stage of his talk. "He had been sitting, you know," said Tyro. "upon the corner of a table piled with books, swinging his legs as he talked, while I was perched on a little step ladder opposite. But on finishing about the grouch he, on looking

at his watch, jumped down from the table, saying as he began picking up his grips, 'Guess I'll be going now, Tyro. Don't want to walk too fast because it's so beastly hot, so I'll just take plenty of time to get along slowly to the office.' But I would not have it that way, for between the mopping of the perspiration from his face and the evident effort he was having in fitting some illustration to that poem, he amused me to an unusual degree. So I motioned him to back up onto his seat as I said 'Not so fast, Rambler; you have given me new words to but one verse of my poem. Now finish the other. Besides, you have only illustrated one of your three types of travelers. Come now, be fair and finish up.'

"'Oh, well,' he good-naturedly retorted, as he sprang up again to the edge of the table and, looking 'round to see if the proprietor of the book store was about, took out a cigar and lighted it, 'I have an easy one for the last verse. That is, for your enthusiastic traveler who thought his journeyings were worth while for the green fields, bright skies and shining seas alone. And it was right under my nose, too,' he added, as he noted with satisfaction that his cigar had started right. 'You know my last stretch was for a thousand miles. I had a lower berth in the sleeping car, and reaching the train immediately on its being announced as being made up, I had no difficulty in securing what rightfully belonged to me, namely, the seat facing the direction in which the train was going, and for which seat I had paid good money by virtue of my holding the lower berth. Good money!' he repeated impressively, as though I had challenged his statement, 'for you know I was not traveling on our own line. The train made a local city stop about a mile from the terminal and at that point a delicate appearing young man came into the car, and on reaching my section quietly asked its number, and on being told, remarked that he was to be my seatmate to a point which would make us companions of the day until shortly after the evening dinner time:

he on making the inquiry passing me incidentally his Pullman ticket, which was a seat ticket reading for my section. I thought he looked a bit disappointed at having to ride backward, and with some little curiosity watched him try first one position and then another in which to get comfortable. He finally settled by cuddling his back up against the outside wing of the seat, and with his knees drawn up and feet against the side of the car under the window, began to ride practically sideways. When the outlying station was passed and the train was well on the way, the porter, as is usual on long runs, began to distribute pillows for those who later in the day might desire to nap. He dropped one in the unoccupied portion of my seat, and not caring to use it myself at the time, I passed it over to the young man. He received it gratefully and put it up against his back, remarking as he did so, in rather a quiet way, but not at all, I am sure, intended as a hint to me, that he was in doubt how he was going to get along riding backwards and the pillow might help. Now it makes not a particle of difference to me,' the Rambler added as an aside, 'which way I ride, but I had something like twenty-five consecutive hours to spend on that train and the young man had but ten hours. Hence, while I made a mental resolve that later I would give him a chance to ride my way, I would not be in a hurry to establish what might be construed into a future claim on my seat by offering to change with him then. From his unusual position the young man was looking directly out of the window all the time, and he soon began to show interest in what he saw in passing and to talk to me about it. Shortly we became quite companionable and after lunch in the dining car, when I felt inclined to a little nap, I had some difficulty in persuading him to let me occupy his seat in which to stretch out while he rode forward. He claimed that he had not felt the difference as he had expected, but I am sure that for the remaining six hours of our being together, during which he rode in my seat, he

was really more comfortable in mind or head, as the case might have been with him, for, as I think I said, he did not look to me particularly rugged. But what I am coming to is this. Notwithstanding his anticipated discomfort at first, he never complained. On the contrary, he was enthusiastic as to the country through which he passed, made many an interesting comment on what he saw and asked me many questions. His interest did not die out as long as we were together. In other words, while possibly uncomfortable through physical incapacity, he saw green fields, blue skies and shining seas with the enthusiasm of the returned traveler in the reading book.

"I had him going for fair," laughed Tyro, as he sipped from the fresh glass of water that the waiter brought him and ignored the accompanying finger bowl and check, which latter might have been a gentle hint on the waiter's part for his fee, that he would not have to watch for our departure any longer. "So," Tyro resumed, "I prodded the Rambler on when he again showed signs of departure by saying 'Now, how about the philosophical traveler? Come, now, you have been preaching a sermon which is incomplete without its "lastly."' 'Well,' was the response, 'I will have to make it short, but here it is, beautifully illustrated on that same train, in my car and in the opposite section from me. At our first stop after leaving the city, some fifty miles out, two gentlemen whom it afterwards developed were seat passengers, got into the Pullman and seated themselves in the seat facing the direction of the train; making themselves comfortable in doing so by taking off their coats and hats and throwing them on the opposite seat and placing their feet on the edge of the latter. They were only going, it proved later, to a point that would be reached at about eight o'clock that evening, and they had boarded the train at about eleven a. m. At the next stop, however, a gentleman came in with a ticket for the lower berth in that section reading through to the destination of the train. The Pullman conductor, on looking at the man's

ticket and at the two occupants of his seat, told the former to sit in the section in front until things got straightened out. As the seat facing forward was vacant in the section to which he was assigned, he made no objection and rode for a couple of hours or so in some one else's section. Then a third party appeared at one of the stops holding a ticket for the lower in the seat of which he was riding, so that he then demanded of the porter his own seat. The porter went to the two usurping seat passengers and on making his errand known they demurred at first at making any change. Finally, however, one of them said rather crossly, "Oh, let him have it," and they moved over into the seat that caused them to ride backwards. Then the rightful holder moved over into his seat and sat facing the other two. From my seat opposite I was much amused at the situation. For about fifteen or twenty minutes it was decidedly tense, all three aiming to be decent and gentlemanly, but not feeling that way, and embarrassingly having to stare at each other. Good nature finally prevailed, however. Some one of them, I did not notice which, broke the ice and soon they were chatting together. An hour later, on the train laying over at a junction point for about twenty minutes, I saw all three of them cross the street and go into a thirist parlor to get a drink together.'

"He told this," explained Tyro, "in such a breezy, funny way that I was delighted, and was for holding him still longer, but he rebelled. 'Nothing doing!' he exclaimed. 'I could tell you of two more cases of the same nature that occurred on that same car, but I won't. Hope you'll find your old book,' and he was off."

"I wonder if that man Rambler," I remarked, as Tyro paid the check and we started to depart, "has any secret list, tariffs or time schedules so arranged that, as with a string of beads, he says his prayers by them at night. He seems to fit passenger traffic in some fashion or other into everything.

Service Notes of Interest

It will be recalled that some months ago the Rambler had a story in this magazine illustrating the desirability of agents making an effort to sell upper berths in sleeping cars as well as the lowers. The following extracts from an article on the same subject in the Northwestern Monthly Bulletin but emphasize what the Rambler attempted to convey in story form:

"First: A saving of 20 per cent in the cost is effected.

"Second: The ventilation in upper berths, as a general rule, is better and the temperature more even.

"Third: Individual and double curtains which the Pullman Company is now introducing increases the sense of privacy and security.

"Fourth: Improved ladders is another new introduction by the Pullman Company which adds greatly to the convenience in getting to and from the upper berths.

"Fifth: The noise arising from the movement of cars is less noticeable in the upper berths on account of the greater distance from the wheels and rails.

"Sixth: The occupants of upper berths are less likely to be disturbed by people moving up and down the aisle than those in the lower berths.

"Seventh: Clothes hangers, mirrors and electric light fixtures are provided in upper berths in modern sleeping cars, as well as lower berths, and the springs and mattresses are equally comfortable.

"It is too bad, but nevertheless the truth, that quite frequently ticket sellers, and other solicitors of passenger traffic, discourage the purchase of upper berths by the manner in which they answer the inquiries of passengers. The way they say 'Only uppers left,' or the manner in which they refer as a general proposition to the upper berth question, is more calculated to discourage the purchase than otherwise.

"It is up to us to inspire the passengers with the belief that the upper berths have their advantages as well as the lower berths, and when a passenger steps up to the counter and asks for a sleeping car ticket, don't start out with an apologetic air and say there are no lowers left, but reach for your diagram and say, 'I can give you a nice upper, in the center of the car, Number Six,' or whatever the number may be, in exactly the same tone that you would use if you were selling Lower Six—if the passenger says something about a lower it can be explained that there are none left, and then if objection is made to accepting an upper, you can point out briefly

some of the advantages of the upper berths.

"As you know, there is a pressing need, particularly in the railroad field, of practicing the most rigid economy in operation, and a good way to help reduce the overhead expenses is to sell not only the lower berths in our sleepers, but the uppers as well."

Following are several interesting points made by Warren H. Fogg in an extensive article entitled "Giving Correct Information" that appeared in the July number of "The Right Way Magazine," published by the Central of Georgia.

"The old saying that 'No news is better than bad news' contains a principle aptly applicable to the general question of giving information. That is to say, it is better far to furnish no information at all than to give your passenger that, which in street parlance would be rightly called a 'Bum steer.'

"Naturally, the Passenger Department of a railroad cannot know everything, nor can any ticket agent or soliciting representative speak with authority about many features of the service of connecting lines, but, he knows, perhaps better than anyone else, the procedure to secure such information with the least delay and if it is within the bounds of reasonableness and propriety he should do so.

"No reasonable passenger will object to a clerk not knowing the answer to his question, if the clerk shows a disposition to find out from some one who does know.

"I have found that the chief requisite for giving correct information, the very first step to take is to find out just what the passenger wishes to know; this is not as simple as it sounds, for more than half the time the passenger does not know himself.

"I have found it a great help in controlling the sale of many tickets and gaining the confidence of the passenger, to answer all of the passenger's questions carefully and correctly, then volunteer additional information that the passenger should know."

The following convention announcements for August, September, and October, 1917, should be carefully gone over by agents and kept in mind with the end in view of obtaining business therefor in cases where applicable to their territory:

Inland Daily Press Assn., Chicago, August 14, 1917.

American Assn. of Title Men, Chicago, August 15-17, 1917.

National Fraternal Congress, Chicago, August 21, 1917.

American Power Boat Co., Minneapolis, Minn., Aug. 23-27, 1917.

Nat'l Meeting American Home Economic Association, Minneapolis, Minn., Aug. 22, 1917.

Nat'l Retail Jewelers Assn., St. Louis, August 27, 1917.

Kappa Delta Sorority, Birmingham, Ala., Aug. 27, 1917.

Interstate Trap Shooters Assn. (Grand Amer. Handicap), Chicago, Aug. 20-24, 1917.

American Federation of Catholic Societies, Kansas City, Mo., Aug. 26, 1917.

Nat'l Federation Post Office Clerks, Memphis, Tenn., Sept. 3, 1917.

Internat'l Assn. Prevention of Smoke, Columbus, O., Sept. 25-7, 1917.

Ak-Sar-Ben, Omaha, Neb., Sept. 26, 1917.

United Nat'l Postal Clerks, Fort Worth, Tex., Sept. 1917.

Nat'l Council Congregational Churches, Columbus, O., Oct. 10-17, 1917.

National Dairy Assn., Columbus, O., Oct. 17-27, 1917.

Amer. Refrigerator Assn., St. Louis, Mo., Oct. 1917.

The Canadian Northern Railway announces that an interchange of passenger traffic has now been completed for the handling of Pacific Coast business, either going or returning, via connecting lines through Vancouver, Winnipeg or Duluth gateways, and that only one coupon, reading Canadian Northern, is required between these points.

It respectfully invites attention to the fact that this is an entirely new route through a most attractive and picturesque section of the Canadian Rockies. Mt. Robson (13,087 ft.) the highest peak in the Canadian Rockies; Mt. Resplendent, Mt. Cavell (dedicated to the memory of the martyred nurse, Miss Edith Cavell), Mt. Mary Vaux and many other peaks are located on this tourist route through the Yellowhead Pass. A few weeks after the line was placed in operation, the longest passenger train, it is alleged, ever hauled across the mountains by a single locomotive, consisting of fifteen standard sleeping cars, with a total weight of 1,119 tons, was successfully run from Toronto to Vancouver. The transcontinental equipment of the line consists of a thoroughly modern type of electric-lighted compartment-library-observation cars, standard sleeping cars, tourist sleeping cars, dining cars, and first and second class coaches, all specially constructed for this service.

The Chicago Evening American in a recent editorial in regard to "Uncle Sam's

Playgrounds," the general tenor of which is in regard to our national parks, includes the following statement. The latter will be of interest to agents, and may possibly be a good thought for them to pass along to patrons as opportunity occurs. Following is the clause referred to:

"Uncle Sam is richer in scenery—as well as in money—than any other country. But his people haven't yet found it out. They have flitted over seas to discover scenic beauties which are far surpassed almost at their own backdoors. But thanks to the railroads, we are waking up to the good sense as well as good fun of 'seeing America first'—are realizing that the discomforts and expense of globetrotting aren't comparable to the delights of a cool, smooth trip on an American railroad where they do things 'our way' and service is the first and last thought of every official from the poised and confident individual who answers your million questions without ruffling, the while he sells you your ticket, to the experienced and kindly conductor in whose charge you could travel anywhere feeling perfectly secure."

The Peninsular and Occidental Steamship Company announces that until further advice "the following SURCHARGES" will be collected from all passengers holding first class tickets traveling on the ships of the Peninsular and Occidental Steamship Company between Port Tampa or Key West, Fla., and Havana, Cuba.

ADULTS \$2.50 one-way, \$4.00 round trip. Children under twelve (12) years of age \$1.25 one-way, \$2.00 round trip.

Ticket Agents when collecting this surcharge will so endorse P. & O. S. S. Co. coupons. When coupons are not so endorsed, Pursers will make the collection when passengers board ship.

This Company reserves the right of cancelling or suspending the above surcharges, or increasing the same if necessary to offset additional cost of war risk insurance on vessels and other increased expenses incident to war conditions."

During the year 1917, the Salt Lake Route will expend for various improvements, extension of line, new equipment, etc., approximately \$5,445,000, including the following items:

200 miles of 90 pound rails, new rock ballast, improving water supply at Las Vegas. Automatic electric block signals in Nevada and Utah, 230 miles, new concrete and steel bridges, miscellaneous, new locomotives and freight cars, new branch line from Pico to Santa Ana, California, 24 miles.

The Santa Ana branch will leave the main line at Pico Station, 10 miles east of Los Angeles, and run South to Whittier, Fullerton, Anaheim and Santa Ana, through one

of the most productive sections of Southern California.

It is expected that this new line will be in operation during the present year.—*Union Pacific Bulletin*.

The United States government has issued an order prohibiting departure from the United States of any citizen between the ages of twenty-one and thirty without special permit from the Provost Marshal General, Washington. An order has also been issued to steamship companies not to accept as passengers on outgoing vessels destined to foreign ports any American citizen who is not the bearer of a valid passport issued by the Department of State of the United States, which passport shall be submitted for examination and approval of United States Collector of Customs at port of departure. This order also includes aliens.

The Erie announces a new time card effective August 5th, and calls particular attention to its night train No. 8, out of Chicago, formerly leaving for New York at 10:50 P. M., which has been changed to leave at 10:40 P. M. The morning train, No. 4, leaves Chicago at 11:00 A. M. for New York as formerly. West bound train No. 7 arrives at Chicago at 8:30 A. M. instead of 7:30 as formerly, and train No. 3 arrives at 6:30 P. M. instead of 5:40.

The M. K. & T., announces that under recent change of time card the Katy Limited, train No. 9, will leave St. Louis at 9:02 A. M. instead of 9:15 A. M., and that local passenger train No. 7 will leave 1:00 P. M. as heretofore, but will be operated daily except Sunday. No change made in the leaving time of the Texas Special, train No. 1, or the Katy Flyer, train No. 5.

The Central of Georgia calls attention to the fact that in several recent movements of troops intended for camps at Chickamauga Park they have been ticketed in some instances to Chickamauga, Ga., and in other instances to Chattanooga, Tenn. It requests that all interested be advised that all troops destined to the camps in Chickamauga Park should be ticketed to Lytle, Ga.

The adage "In Time of Peace, Prepare for War" has its paraphrase with the railroads, the latter reading to the effect "In Summer Time Prepare for Winter Travel," or vice versa. Hence it is somewhat apropos to state that we have received advance proofs of the list of hotels and boarding houses to be published for the Florida Season of 1917-18.

The Los Angeles terminal of the Pacific Steamship Company is now at Wilmington, twenty miles from Los Angeles, and which point is served by fast express trains of the Pacific Electric Railway, the train service being included in all tickets to and from Los Angeles via the Pacific Steamship Company.

By recent change on the Frisco Lines "The Texas Limited," Train No. 5 for Springfield, Mo., Fort Smith, Ark., Paris and Dallas, Texas and intermediate points, now leaves St. Louis at 8:43 P. M.

If you think you're beaten, you are;
If you think you dare not, you don't;
If you'd like to win, but you think you can't,
It's a almost a cinch you won't.

If you think you'll lose, you're lost;
For out in the world, we find
Success begins with a fellow's will,
It's all in the state of mind.

If you think you're outclassed, you are;
You've got to think high to rise;
You've got to be sure of yourself before
You ever can win a prize.

Life's battles don't always go
To the stronger or faster man.
But soon or late the man who wins,
Is the fellow who thinks he can.
—*B. R. & P. Magazine*.

There was a little flivver
That got stalled upon the track
And the 5:15 came spurting up
And hit the fliv' a crack.

A shooting star, a lot of dust,
And, golly, what a row!
There was a little flivver,
But I cannot find it now.
—*Southern Pacific Bulletin*.

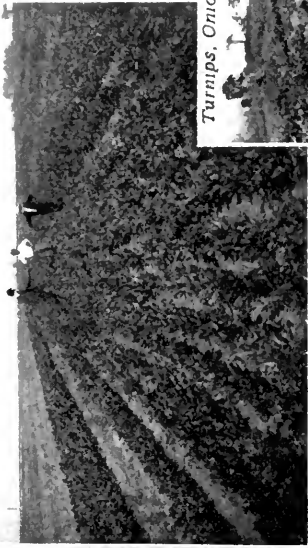
Nobody ever added up
The value of a smile;
We know how much a dollar's worth,
And how much is a mile;
We know the distance to the sun,
The size and weight of earth,
But no one here can tell us just
How much a smile is worth.

—*Clipped*.

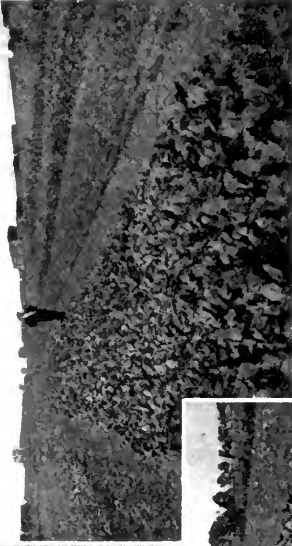
Observer—"I noticed you got up and gave that lady your seat in the street car the other day."

Observed—"Since childhood I have respected a woman with a strap in her hand."
—*the Right Way*.

Table Beets



Cabbage Lettuce Turnips Carrots Beets, Beans & Corn



Turnips, Onions, Lettuce



Illinois Central Garden

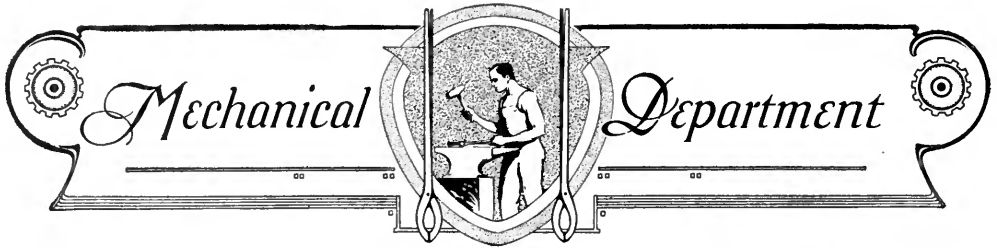


Beans

Wildwood, Illinois

Beans and Potatoes





Master Mechanic Charles Ulric Linstrom. Illinois Central System Loses One of Its Most Efficient Officials and the Southland One of Its Most Dependable Railroad Men While Humanity Is Robbed of an Ideal Exponent

When, at Seven o'clock, Sunday, June 24, 1917, the Angel of Death sent that reaper of the souls of men to claim the mortal remains of Charles Ulric Linstrom, it may be truly said that Mankind should shed a pitting tear, in order to rob from grief its pang. While it is the inherent right of all men to sing the praises of beloved departed, any word that may be uttered in connection with this beloved dead will simply be an echo of the benedictions of praise that were bestowed upon him, while a Pilgrim thru life's path of various and varied vicissitudes.

Endowed with mechanical genius, perspective foresight and filled with a "charity that knew no guile," he radiated efficient service and marked successes along the lines where duty called him and sent thrills of cooperative unity into the soul of thought of all his associates in labor. Intrinsic values to the company which he served for more than 45 years, do not show, in the minutest degree, his worth or exponent efficiency.

Chooses America.

When the caress of maternity first greeted enfrant Charles Linstrom, at Motala, a suburb of Stockholm, Swed-

en, January 9, 1848, little was it thought that annals of mankind would cherish his memory and the world could give assurance that it was better on account of his having lived. From his rural abode, daily he made his way to a nearby plant where technical, mechanical and engineering training could be had. How well he mastered the uncertainties of energy and force and with what skill he obliged them to produce the motion that is the ever needed momentum of the wheels of industry is too well told in his inventive devices that remain to do the biddings of nature's necessities.

Budding manhood developed in the mind of Mr. Linstrom a desire to become affiliated with the industrial life of the liberty lighted world of America. Coming to the United States, he visited and labored in a number of industrial centers. His travels carried him to many cities in the Central States and then into the embryonic railroad world of the Sunny South. In all things and in all places he was a leader of men and ever zealous and efficient.

Entering the services of the New Orleans Great Northern, now the Illinois Central, at McComb City, in De-



CHARLES U. LINSTROM.

ember 1872, Mr. Linstrom has since been connected with the endeavors of this corporation. After service in several capacities, he was made foreman in New Orleans in 1884; foreman in Vicksburg in 1886 and master mechanic in the same city in 1893. Holding this place till the time of his death, there was never a time when duty called or when hours of labor apart from his regular duty could be of as-

sistance that he was not in the midst of every physical and mental activity of the many departments of the Y. & M. V. Railroad. He saw the assisting energy of his own endeavors combine with the financial backing and cooperation of other officials change a more or less uncertain railroad proposition into an ideal medium of transportation.

In interim, "Love's Old Sweet Song" brought its favored fancy into the life of the beloved departed and, in 1876, affections' plea was awarded by receiving, as his life's mate, the hand of Amelia Barrett. Charms of happiness and day dreams of delight made up their years of wedded bliss. Creation's conceptions endowed the family with Charles O., Armida (Died 1898) and Clara Augusta (Mrs. J. H. Culkin).

The mingling tears of the thousands of workmen who knew Charles Ulric Linstrom as an aid and a paternal guide and the ever ready plaudits of the constituted authorities of the civic and business world combine to tell of the real worth of a man who followed the way, the truth, the light, and who

Down thru years, ere void of tears,

In memory shall remain;

Here sweetening life, in every strife,

While crossing o'er this plain.

Then far, far above, in a land of love,

We'll meet and love anew.

That loving heart, which did its part,

To make the world more true.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Suggestions Regarding Hay Fever

THE approach of the end of the summer months and the beginning of the fall season is always watched with great apprehension by those who suffer from Hay Fever. Hay Fever, or Autumnal Catarrh, is an affection of the upper air passages of the nose and throat, often associated with asthmatic attacks. The condition seems to be due to a peculiar hypersensitiveness of the mucous membrane of the nose and throat of those who suffer from the affliction. Next to Tuberculosis, Hay Fever is one of the most common as well as interesting diseases from a clinical standpoint. It has received an enormous amount of study because of its prevalence and the peculiarity of its symptoms. However, as yet no specific cure has been found, although some sufferers are benefited by certain medicinal treatment.

The disease is not serious in the sense of being dangerous, but it is an exceedingly distressing affliction and with its annual visitation it lowers the vital resistance of the body and no doubt does induce other complications because of the reduced vitality. In this way Hay Fever becomes a serious menace to the future well being as well as the future comfort and happiness of the sufferer.

It is not the intention in this article to go into the causes and detail of treatment of this distressing disease. It is simply desired that a few prac-

tical suggestions may be offered to relieve and if possible make more comfortable any of our readers who may be so unfortunate as to be afflicted with Hay Fever.

There are three well recognized factors in all cases of this disease. First, the external air-borne irritant; second, a sensitive or diseased mucous membrane; third, an unstable nervous system in which the individual finds that he is peculiarly susceptible to certain conditions. All three of these factors must often be present before we find a typical case of Hay Fever.

First, and as a preventive treatment, he or she should see that the sensitive mucous membrane of the nose is properly treated two or three weeks before the attack. Proper massage of the mucous membrane of the nose is very beneficial. In addition care should be taken to improve the general condition of the individual as much as possible preceding an onset. The nervous system may be toned up and the nerves quieted by cold baths every morning. The stomach should be kept in good condition, and it is important the bowels be kept open. It is also well to have your physician prescribe general tonic treatment for two or three weeks in advance of the expected onset. These preparations will fortify the system and have it better prepared for the attack.

During the attack it is extremely

important that all dust should be avoided insofar as practicable, and if at all possible, the rays of the sun should be avoided. Avoid foods that are stimulating and be very moderate in taking animal foods. Care should be taken to avoid those foods having a tendency to produce acid in the system, such as starches, fats and liquors. There may be taken freely soups, especially the clear or the vegetable soups, and also weak beef tea or broths. Fresh fish and raw oysters make an excellent substitute for the red meats, which should certainly not be taken oftener than once a day. Mutton, chicken or underdone roast sweetbreads also make an excellent substitute for heavier meats. The white of an egg, either raw or shirred, in some drink, such as lemonade, is palatable. Toast, stale bread, bread from whole wheat, rye bread, milk toast, rice crackers, vegetables, oranges, lemons, apples, apricots, pears, peaches, cherries and stewed fruit form a variety of excellent diet. Water should be taken in abundance, especially in between meal time. Milk, buttermilk, weak tea or coffee, without sugar, may also be taken.

Foods That Should Not Be Eaten.

The Hay Fever sufferer should avoid all rich soups, hard boiled eggs, fried foods of all kinds, pickles, spices, veal, pork, duck, goose, salmon, lobster, preserved, dried and salted meats; salt fish, pickled pork, asparagus, old

peas, beans, tomatoes, mushrooms, dried fruit, preserves, pies, pastries, rich puddings, new bread, cheese, sweetmeats, strawberries, rhubarb, cider, sweet wines and fermented drinks, such as beer and ale.

During the attack it is of advantage to aid the elimination by taking a small dose of Epsom Salts or Rochelle Salts before breakfast and again at bedtime. This also is a benefit because of tending to keep the system alkaline. Light suppers should be eaten. During paroxysm a cold bath gives great relief, as does also ice cold cloths laid over the nose and eyes. During the attack the nose and nasal passages should be left alone. It only aggravates the congestion in the nose by using sprays at that time. It is best to keep absolutely quiet and better to remain in bed. Avoid the dust and also avoid the hot rays of the sun. Avoid excitement and avoid heavy eating at any time. Avoid tampering with the nose during the attack. Avoid exposure to drafts, but use a cold bath and ice cold packs over the nose and eyes during the attack.

To those who are able to go to some climate where complete relief is given them during the Hay Fever season this advice is not of benefit, but to the sufferer who is compelled to go through the torments of the disease at home it is hoped that some timely suggestions may be found herein.

Employes Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dubuque, Iowa, September 12, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Chicago, Ill.

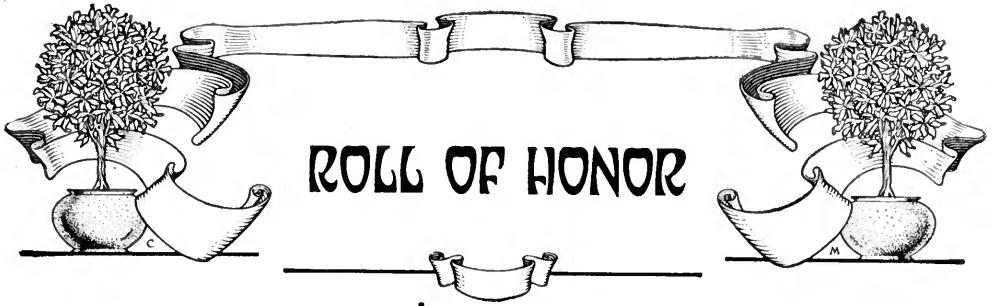
Dear Doctor:

I was injured about the head in a derailment of train No. 72 on the Mississippi River Bridge at Dubuque, May 23, 1916. After treatment in a local hospital, I went into the Illinois Central Hospital at Chicago for further examination and treatment, after which I was able to resume my duties as brakeman.

I wish to take this means of expressing my appreciation for the kind and considerate treatment received at the hands of the Hospital Department, both at Dubuque and Chicago.

Very truly yours,

(Signed) John J. Hoeksma.



ROLL OF HONOR

Name	Occupation	Where Employed	Service	Date of Retirement
William J. Collins	Engine Time Checker	Chicago	22 yrs.	6/31/17
Harley U. Richards	Engineman	Cherokee	23 yrs.	3/31/17
Howard W. Hall	Gate Tender	Council Bluffs	16 yrs.	5/31/17
Edward F. Chrisp	Engine Inspector	Water Valley	43 yrs.	4/30/17
Joe Campbell	Pumper	Caneyville	33 yrs.	7/31/17
Charles Carney	Supervisor	La Salle	50 yrs.	7/31/17
John J. Egger	Boiler Inspector	Centralia	53 yrs.	7/31/17
Augustus T. Franklin	Asst. Master Mechanic	Jackson	36 yrs.	7/31/17



THEODORE SHELTON

THE subject of this sketch was born March 9, 1851, at Salem, Indiana. When a boy he worked for his father

as carpenter and wood worker. When not working he attended school and received a common school education. At the age of 19 years he entered the service of the L. N. O. & C. R. R. (now the Monon) as fireman and was promoted to locomotive engineer when about 21 years old.

He resigned his position with the L. N. O. & C. R. R. the latter part of 1882 and entered the service of the C. & O. S. W. at Elizabethtown, Ky., January 1, 1883, as engineer, serving that company and the N. N. & M. V. R. R. Co. until taken over by the Illinois Central. He was with the Illinois Central continuously from that time until May 1, 1917, when he retired from active service and was placed on the pension list.

During his long period of service from 1883 to 1917, Engineer Shelton states that he was never off duty very long at a time. He took one 30 days' vacation visiting relatives in the west and was injured in accident once, causing him to lose a few months. "Uncle Bud," as he was familiarly known, was well liked by all enginemen and roundhouse employes and his frequent visits to the roundhouse will be missed.

Development Bureau

Harvesting and Utilizing the 1917 Crop in Mississippi
and Louisiana

By J. M. Rigby, Agriculturist

THERE has not been a time in our country since the War Between the States when more attention was directed toward the conservation of food and feed crops than at present. Too much stress cannot be placed upon the proper harvesting and handling of the present crop. With favorable seasons from now until harvest time, the south will raise the biggest corn crop in its history.

The farmers and business men should co-operate fully in handling this crop without waste to the producer and over-charge to the consumer. The farmer should utilize every part of the crop. If the grain is to be saved the stalk should be cut early enough to be utilized for feed after grain is removed. The best way of feeding the dry stalk is by cutting it into stover. Every silo should be filled to capacity where live stock is kept in sufficient numbers. All grain should be stored, if possible, in rat proof cribs or bins and treated to carbon bisulphide to kill weevils and prevent destruction by rats.

As a general rule the best method of selling corn is by feeding same to hogs or other forms of livestock and marketing livestock; however, this method is not always practical and it is often necessary to sell the grain. In disposing of corn the farmers should always sell in carload lots if possible. This can be easily done where farmers will co-operate and ship together in car lots. For farmers having corn for sale this fall, arrangements should be made at once for storing at least part of the crop until the market needs it. Much money will be lost to the farmer by putting all of this corn on the market at harvest time when there is an overplus of corn to be had. If

the farmers in a community are not in a position to individually store their corn, arrangements in many instances can be made with warehouse companies to store same and warehouse receipts issued by which money may be obtained until prices are satisfactory. Co-operative warehouses are in use in many parts of the country.

It is very important that the hay crop be given every attention possible, as much of the higher priced protein feeds may be substituted by a good protein hay, such as lespedeza, peavine hay, alfalfa, etc. More native and mixed hays could be saved than ordinarily is saved, thus liberating more first class hay for market. It is desirable that as much hay as possible be consumed on the farm by livestock, but wherever it is not practical to feed the entire output of hay on the farm, arrange to have the hay carefully graded, as better prices can be had for uniform well graded hay than for mixed hay. Plenty of storage room should be provided for the hay crop, as it is not always best to sell hay direct from the field. In fact, better prices usually prevail for hay in late winter and early spring than at harvest time.

Two important crops in the south to be harvested this fall are the soy bean and velvet bean. These crops are growing mostly in the rows with corn and can be most economically harvested and most profitably utilized by cattle and hogs. Both crops are highly nitrogenous and very valuable feeds. The soy bean crop can best be utilized by grazing the crop with hogs after about one-half of the beans are ripe. The hogs may then be finished for market on corn. The velvet beans may be grazed after frost

or picked and fed to dairy or beef cattle or hogs. It is especially valuable as a dairy feed. In many places velvet bean mills are being erected to grind the beans and hulls into feed. Wherever these mills exist the farmers have a ready market for surplus beans. This industry should be encouraged, as it will greatly

aid the farmers in utilizing their bean crop.

There are many other smaller crops which should receive careful attention, but which cannot be dealt with at this time. As a good policy for this crop, "Let us save everything and waste nothing."

Appointments and Promotions

Effective August 1, 1917, at a meeting of the Board of Directors, held in New York, July 25, 1917, Mr. T. J. Foley was elected Vice President in charge of Operation, Maintenance and Construction, with headquarters at Chicago, vice Mr. W. L. Park, assigned to other duties.

Effective August 1, 1917, Mr. A. E. Clift is appointed General Manager, with headquarters at Chicago.

Effective August 1, 1917, the Lines North of the Ohio River will be divided into two grand divisions:

Northern Lines, comprising Chicago Terminal, Illinois, St. Louis, Indiana and Springfield Divisions.

Western Lines, comprising Wisconsin, Minnesota and Iowa Divisions.

Mr. Lawrence A. Downs is appointed General Superintendent of Northern Lines with office at Chicago.

Mr. Walter S. Williams is appointed General Superintendent of Western Lines, with office at Waterloo, Iowa.

Effective August 1, 1917, Mr. John J. Pelley is appointed General Superintendent of Southern Lines, with office at New Orleans, La., vice Mr. Lawrence A. Downs, transferred.

Effective August 1, 1917, Mr. Victor V. Boatner is appointed Superintendent of the Memphis Division, vice Mr. John J. Pelley, promoted.

Effective August 1, 1917, Mr. Floyd Mays is appointed Superintendent of the New

Orleans Division, vice Mr. Victor V. Boatner, promoted.

Effective August 1, 1917, Mr. Arthur M. Umshler is appointed Terminal Superintendent, with headquarters at Chicago, vice Mr. Walter S. Williams, promoted.

Effective August 1, 1917, Mr. Samuel J. Hays is appointed Terminal Superintendent, with headquarters at Memphis, vice Capt. John M. Walsh, resigned to enter military service.

Effective August 1, 1917, Mr. Clarence R. Smith is appointed Train Master Freight Service, with office at Fordham, covering territory South Water Street to Matteson, vice Mr. Arthur M. Umshler, promoted.

Effective August 1, 1917, Mr. Thomas Whitby is appointed Train Master, with office at Fordham, vice Mr. Clarence R. Smith, promoted.

Effective August 1, 1917, Mr. Robert R. Nethercott is appointed Terminal Train Master, with headquarters at Memphis, vice Mr. Samuel J. Hays, promoted.

Effective July 16, 1917, Mr. Houghton L. Needham is appointed master mechanic of the Springfield division with office at Clinton, Illinois, vice Mr. William O'Brien transferred.

Effective August 1, 1917, Mr. Hubbard W. Williams is appointed train master of the Cairo district, with headquarters at Fulton, Ky., vice Mr. Harry B. Dezonnia, assigned to other duties.



Baggage and Mail Traffic Department

CARE IN HANDLING OF MILK CANS

So much tin is required for making war material that the supply for any other purpose is very limited. It may be impossible to secure an adequate supply of milk and cream cans until the end of the war. It is essential that the supply of tin be conserved in every possible way. Dairy farmers and transportation agents can help by the proper use and care of the cans. Don't let the cans now in use go to rack and ruin. Farmers and cream buyers should intelligently use and care for their cans. This means that they should be promptly removed from the railroad station when returned from the creamery. Shippers should see that they get their own cans and that they do not take any cans belonging to other shippers. Railroad agents and train baggage men should see that milk cans are as carefully handled as they would handle their own property. If a can is put off at the wrong station the agent should immediately forward it to

the proper destination. If cans are received which do not belong to a station and it is impossible to determine the proper destination they should be forwarded to the Manager of Baggage and Mail Traffic properly marked to show where they are sent from and when and from what train they were received. An inadequate supply of milk cans means a curtailment of shipments and, consequently, a decrease in the Company's revenue. Any failure on the part of our employes to properly handle milk cans, both in respect to getting them to destination promptly and handling them so as to avoid damage or deterioration, affects the interests of the Company adversely. Agents should urge upon shippers at their stations the necessity of promptly taking charge of and caring for their cans and until delivered to owners the cans should be properly cared for and protected from depredation and weather conditions.

MAIL FOR UNITED STATES MILITARY FORCES IN EUROPE

As readers of this magazine have many relatives and friends serving in the United States army in Europe, the following will be of interest in connection with sending of mail to them.

The regular United States rate of postage will apply in the case of all mail matter addressed to any member of United States forces in Europe, but particular care should be taken to see that the letter, paper, magazine or package is fully prepaid, as matter which is not fully prepaid will be seriously delayed.

In order to furnish our soldiers in Europe with an ample supply of magazines, the Post Office Department has advised publishers to print the following notice on the front cover of each magazine:

Notice to Reader

When you finish reading this maga-

zine place a one-cent stamp on this notice, hand same to any postal employe and it will be placed in the hands of our soldiers or sailors at the front. No wrapping; no address.

Anyone wishing to send a magazine to a particular addressee should, of course, wrap same, address it and apply the domestic rate of postage, which on second class matter (papers and magazines) is one cent for each four ounces or fraction thereof, but persons desiring to furnish our soldiers with reading matter should take advantage of the arrangement above mentioned, of placing a one-cent stamp on any magazine having the necessary notice as per copy above. A one-cent stamp is sufficient for any one magazine forwarded under this special offer regardless of weight. The government will distribute all such magazines equally among all companies in Europe.

The Banana

Its Food Value and Importance as a Source of the Nation's Food Supply. Wholesome Nutritious and Cheap. What Doctors, Editors and Scientists Say — Many Striking Endorsements. Bananas Always in Season

Price Staple and Uniform.

Dear food is certain to be an affliction and a source of complaint for a good while to come. People already talk about a food dictator on the German and English plan for this country of abundant production and large food exports.

In that connection a correspondent points out that two articles of food are practically always to be found in every part of the United States, and almost always at a low price when the distance which they are transported is taken into account. The two articles are oranges and bananas. The price of the latter, in fact, is almost stable and uniform all over the country year in and year out, although bananas are a perishable product and are shipped thousands of miles.

Other food articles that are distributed efficiently will occur to every patron of a grocery, because the distribution is intelligently organized. Organization and culinary education are the first answers to the food problem.—*Saturday Evening Post*, April 28, 1917.

FOOD IN A GERM PROOF PACKAGE.

Envelope Protects It.

Obvious advantages appear in articles of food that are packed in germ-proof packages, such as fruits or nuts with skins or shells so impervious to germs that the enclosure is practically sterile no matter what happens to the envelope. The phrase at the head of this article is the name applied by an editorial writer in the *Journal of the American Medical Association* to the ordinary banana, whose skin, he says, is "a protective environment that calls for more than passing mention." The banana, he tells us, while still growing in popularity is still under-estimated in American households, largely because it is eaten when not fully ripe.—*Literary Digest*.

OFFICIALLY RECOMMENDED AS SUBSTITUTE FOR MEAT.

Mayor Mitchel's Committee on Food Supply Makes This Suggestion.

In the pamphlet issued by Mayor Mitchel's Committee on Food Supply (of New York City), George W. Perkins, chairman, bananas are referred to as follows:

"Bananas contain most of the nourishment that meat does, and if eaten with bread and butter make an excellent lunch without the addition of meat. Most children prefer banana sandwiches to meat sandwiches, and they cost much less."

A SUBSTITUTE FOR VEGETABLES.

Ohio Health Officer Strongly Endorses Bananas.

The banana is not hard to digest and is very palatable either raw, baked or fried, declares Health Officer Landis. Many people have entertained the false belief that the banana is not digestible, he says. Dr. Landis fully concurs in a bulletin of the New York Board of Health issued recently, in which housewives are advised to utilize apples, bananas and oranges as food. The fruits contain mineral salts, so they may be used as substitutes for vegetables. In part the New York bulletin reads:

"Baked apples, unsweetened, with the addition of a little butter substitute or oil, may be used with meat as a vegetable. So may unsweetened fried or broiled or roasted slices of apple. Apples and rice are an excellent combination. Apple dumplings with a good sauce are sufficient for a luncheon.

"Bananas and oranges are usually eaten raw, and in this form they are quite as valuable as in any other; but it is a pity that baked and fried bananas are not better known. Oranges that are too small and sour to be eaten raw make the best of marmalade. Bananas and marmalade, bananas and apple sauce are pleasing combinations, and all of them are very fine in combination with rice."—*Cincinnati Times-Star*, March 6, 1917.

THE BANANA'S SCIENTIFIC SIDE.

Higher in Food Value Than Any Other Fruit — Statistical Comparison — Rich Yellow of Skin Denotes Full Ripeness and Fitness for Food.

Bananas to Take Place of Potato on Your Table.

Bananas Compared With Other Fruits and Potatoes.

How the banana equals the grape in protein value and surpasses nearly all other

fruits and excels the potato in percentage of fat, carbohydrates and calories (heat units) is shown in the following official figures from the American Medical Journal:

	Protein Per cent	Fat Per cent	Carbohydrate Per cent	Calories Per cent
Bananas	1.3	0.6	22.0	447
Grapes	1.3	1.6	19.2	437
Plums	1.0	—	20.1	383
Cherries	1.0	0.8	16.7	354
Pears	0.6	0.5	14.1	288
Apples	0.4	0.5	14.2	285
Oranges	0.8	0.2	11.6	233
Peaches	0.7	0.1	10.8	213
Lemons	1.0	0.7	8.5	201
Muskmelons	0.6	—	9.3	180
Strawberries	1.0	0.6	7.4	169
Watermelons	0.4	0.2	6.7	136
Potatoes	2.2	0.1	18.4	378
Sweet potatoes.....	1.8	0.7	27.4	558

COMPARES BANANAS WITH STEAK.

Dr. Oscar Dowling, President of Louisiana State Board of Health and Leading Sanitarian of the South, in an Interview Proclaims Banana as Cheapest Food, Compares it for Nutritive Value with Porterhouse Steak.

Dr. Oscar Dowling has proclaimed bananas the cheapest food on the market. Potatoes and onions can now take a back seat till the prices come down.

The average price of bananas in New Orleans is two cents a pound. The edible portion of the banana retails at a fraction over two and a half cents a pound.

One pound of the edible portion contains 460 calories. One pound of porterhouse steak contains 1,300 calories.

In other words, two and three-quarters pounds of bananas, peeled, are equal to a pound of porterhouse steak.

In approximate terms one dozen bananas, the average price of which in New Orleans is seven cents, are equal to one pound of porterhouse steak in nutritive value.

"Now that potatoes and onions have gone up so much in price," said Dr. Dowling, "the public should turn its attention to the cheaper foods that will produce the same results.

"Apples, oranges and bananas will yield the same results to the body as onions, all but the smell and the flavor. A pound of apples, counting the edible portion, yields 290 food units. Bananas, the same proportion, yield 460, oranges yield 240, while onions, which are now so expensive, yield only 220.

"It will be seen by these figures that the banana, which is so cheap here, is one means that we have of meeting the high prices of other foods.

"It has been said the banana constitutes a perfect food ration. I have never experimented to ascertain the truth of this, but I have had several persons tell me they lived on bananas alone for some time to test this theory and that the results, if anything, have been beneficial.

"It is a pity that people do not learn more about the banana. There was a variety of ways of cooking them so as to make a change in the flavor and to avoid jading the palate with continually the same thing. I am told that bananas can be fried like potatoes, and when they are not over-ripe produce almost the same flavor.

"If our people would learn to take advantage of the cheaper foods when others rise in price we would go a long way toward cutting down the high cost of living."—New Orleans *Item*, March 11, 1917.

COMMON PEOPLE'S LUNCH.

The banana is the lunch of the common people.—Toledo (Ohio) *Blade*.

ITS CHEAPNESS COMMENDS IT.

The food that is cheaper than any other fruit food to be had in the country and that costs so little that it is called the food of the poor man.—Williamsport (Pa.) *Bulletin*.

CHEAP BUT NOURISHING.

The banana, in a word, has become the poor man's fruit, because of its cheapness and nutritive values.—Peoria (Ill.) *Star*.

MILK AND BANANAS FOR BREAKFAST.

The hungry child can purchase one for a penny. The poor man can make a satisfactory breakfast of two or three of them, served with milk.—Scranton *Tribune*.

CHEAPEST FRUIT WE HAVE.

Bananas are certainly not a luxury, for they are the cheapest fruit that we have.—Portland (Me.) *Press*.

ENDORSED BY EVERYBODY.

If there is any fruit that is looked on by Americans, high and low, rich and poor, as a necessity, it is the banana. It is endorsed by the palate, the doctors, the food cranks, and the pocketbook.—Detroit *Free Press*.

COMMON ARTICLE OF FOOD.

A fruit which has become a common article of food.—Providence (R. I.) *Bulletin*.

TASTES GOOD—COSTS LITTLE.

The banana is a palatable, nutritious, all-the-year-round fruit, and it is within the reach of even the most modest purse. It frequently has been called "the poor man's fruit" because of its food value and its cheapness.—Fall River (Mass.) *Herald*.

ITS VALUE RECOGNIZED

Now regarded as a valuable food adjunct, instead of a luxury.—Rochester (N. Y.) *Democratic-Chronicle*.

WE EAT EIGHTY-FIVE PER CENT WORLD'S BANANAS.

Eighty-five per cent. of all of the bananas of the world are consumed in the United States where they are not grown.—Lyons (N.Y.) *Republican*.

AVERAGE PRICE FOR AVERAGE MAN.

Bananas are largely consumed by the average citizen, and their price has been kept down very reasonably for years.—Boston *Post*.

APPRECIATED BY THE POOR—NEGLECTED BY RICH.

The banana occupies a unique position. It is in a broad view more a food than a fruit, and in no sense to be considered a luxury. It is essentially a food product for the poor man, and, except in sporadic cases, is to a great degree neglected or condemned by the rich. With the working classes it is one of the staples. With the richer about as far as it goes is as an occasional breakfast dish, when other more expensive fruits have palled, or, far more often, as a table decoration to remain untouched at the close of a costly multi-coursed dinner.—*The Fruit-man's Guide*, New York.

NATIONAL—EVEN INTERNATIONAL—FOOD.

It is well known that under the masterly marketing methods of the United Fruit Company the banana has become a national food and even international.—Hartford, *Courant*.

ONLY FRUIT LEFT FOR SMALL INCOME PRODUCER.

The banana is the only fruit found on the table of families with small incomes.—Mobile *Item*.

The banana is fit to eat as soon as it has lost all the green color, and remains fit no matter how black it may be, so long as the skin is unbroken; for until the latter occurs there can be no admission of air and no decomposition.—The New York *Sunday Telegraph*.

AN IMPORTANT FOOD.

Whether viewed from the standpoint of the dealer or the consumer, there is no doubt about the banana being an important food product.—Ansonia (Conn.) *Sentinel*.

MILLIONS EAT BANANAS.

An imported food which has become, in the view of millions, a table necessity.—Beaver Falls (Pa.) *Tribune*.

NUTRITIOUS AND COMMON.

One of the most common and nutritious articles of food.—Boston *Commercial Bulletin*.

ITS PRICE STAYS LOW.

The banana is the only food product which has not risen in price in the last twenty years. All other food products have advanced, and many have doubled and quadrupled in cost.—*Scientific American*.

EVERY ONE CAN AFFORD THEM.

The price of bananas is such that they are within the reach of the poorest man.

—Indianapolis (Ind.) *Star*.

FOOD FOR MAN OF SMALL MEANS.

The banana is the fruit of the man of small means. It is a food and not a fad. Fort Worth (Tex.) *Record*.

UNAFFECTED BY H. C. L.

The banana alone of all food products has not been influenced by the high-cost-of-living tendency.—Framingham (Mass.) *Tribune*.

SCHOOL-CHILDREN DEPEND ON IT.

Millions of school-children are heavy consumers of a fruit which can now be purchased at very reasonable prices.

—*Fruit Trade Journal and Produce Record*.

NATION OF BANANA EATERS.

Americans used to be called a nation of pie-eaters. Today a more appropriate term would be a nation of banana-eaters.

—Chicago *Journal*.

A DIET FOR THE POOR.

If there is any single article which is particularly the poor man's diet, it is bananas.

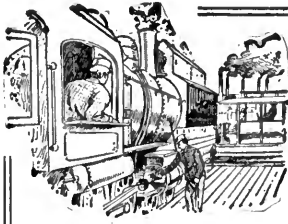
—Louisville *Herald*.

Enough bananas were imported into the United States last year to encircle the earth over seven times.

Meritorious Service

Favorable mention is made of the following conductors and gatekeepers for their special efforts in lifting and

preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
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The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

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pired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

On train No. 24, June 19, he declined to honor card ticket, account date of sale having been altered and collected cash fare.

Conductor H. B. Jacks, during June, 1917, declined to honor a number of card tickets, account having expired, and collected cash fares. Passengers were referred to passenger department, for refund on tickets.

On train No. 26, June 27, he declined to honor going portion of ticket, account the returning portion being missing; also lifted trip pass, account having been altered and collected cash fares.

St. Louis Division

Conductor C. T. Harris, on train No. 5-305, June 18, declined to honor trip pass, account not being countersigned and collected cash fare.

auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice president.

ILLINOIS DIVISION

During June the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands:

Margaret Heldenbrand
Daisy Emery
R. J. Fraher

Suburban Conductor W. H. Gerry on train No. 706, June 20, declined to honor returning portion of card ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Conductor D. S. Wiegel, on train No. 23, June 2, No. 25, June 30 declined to honor card tickets, account having ex-

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Indiana Division

Conductor J. Trott, on train No. 204, June 2, lifted going portion of employe's trip pass, account the returning portion being missing and collected cash fare.

Wisconsin Division

Conductor F. Benkert, on train No. 29, June 3, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Reece, on train No. 120, June 9, lifted expired card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor J. H. Quinlan, on train, No. 11, June 16, declined to honor card ticket, account of having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor W. R. Spear, on train No. 215, June 23, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. T. Birkmeyer, on train No. 13, June 26, declined to honor foreign interline ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

Conductor M. J. Kierce, on train 321, June 25, lifted mileage book, account being in improper hands and collected cash fare.

Tennessee Division

Conductor J. E. Nelson, on train No. 1, June 5, lifted annual pass, account being in improper hands and collected cash fare.

Mississippi Division

Conductor J. T. Nason, on train No. 34, June 1, declined to honor mileage book, account having expired and collected cash fare.

Conductor M. N. Ragsdale, on train No. 24, June 6, lifted employe's trip pass, account being in improper hands.

Passenger refused to pay fare and was required to leave the train.

Conductor T. W. Merriwether, on train No. 123, June 11, lifted mileage book, account having expired and collected cash fare.

Louisiana Division

Conductor M. Kennedy, on train No. 331, June 1, declined to honor mileage book, account having expired and collected cash fare.

Conductor R. E. McInturff, on train No. 35, June 4 and June 28, declined to honor card tickets, account having expired and collected cash fares.

On train No. 23, June 5, he declined to honor card ticket, account date of sale having been altered and collected cash fare.

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On train No. 35, June 28, he lifted 30 trip family ticket, account being in improper hands and collected cash fare.

Conductor E. S. Sharp, on train No. 314, June 22, lifted mileage book, account being in improper hands and collected cash fare.

Conductor A. E. Broas, train No. 4, June 22, lifted mileage book, account being in improper hands and collected cash fare.

Conductor L. E. Barnes, on train No. 34, June 23, lifted 54 ride monthly commutation ticket, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Memphis Division

Conductor J. S. Lee, on train, No. 401, June 20, lifted employe's term pass account being in improper hands and collected cash fare.

New Orleans Division

Conductor Chas. Gore, on train No. 733-33, June 3, lifted employe's trip pass, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Division News

Indiana Division.

Miss Harriett Bledsoe has accepted position in office of Master Mechanic as stenographer.

Mr. H. F. Runge, general foreman, and family spent their vacation visiting relatives in Paducah, Ky.

Mr. J. N. Hardwick, chief accountant in store department, wife and son "Billy," spent their vacation visiting relatives in Osawatomie, Kan.

Mr. C. C. Powers, general car foreman, and Mr. W. M. Ballard, lead piecework checker, are interested in gardening. They have a small spot near shop where they planted tomatoes and it is claimed to be the best crop in this vicinity. The number of tomatoes were counted on one vine and was found to have 33 tomatoes.

Wisconsin Division.

Claim Agent Roy W. Condit wore an unusually broad smile when he dropped into his office this morning (Tuesday, July 31st) and immediately started passing around the cigars. What was the occasion? Roy said it was an eight-pound baby boy. That's all!

Effective August 1st, Mr. George A. King was appointed road supervisor, South Amboy District, territory North Switch

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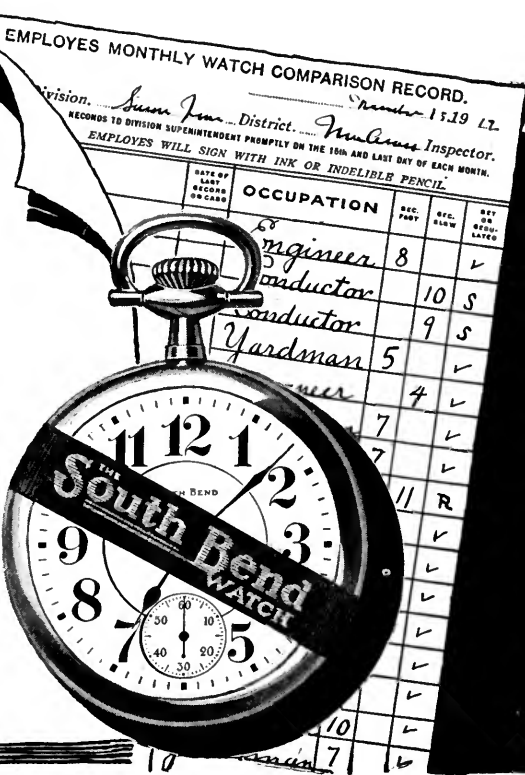
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Midway Yard to Mile Post 776, with headquarters at La Salle, Ill., vice Mr. Charles C. Carney, retired on pension.

Effective July 25th, Mr. Andrew G. Howerton was appointed supervisor of bridges and buildings of the Wisconsin Division, with headquarters at Freeport, Ill., succeeding Mr. Robert J. McKee, deceased.

Minnesota Division

Mr. H. S. Symons, Asst. Chief Clerk to the General Superintendent at Chicago, spent Sunday, July 8th, in Dubuque. It was Mr. Symon's first visit to the City of Seven Hills and he was much impressed with its beautiful scenery. After spending the morning hours viewing the city, he was entertained by the Raspberry Outing Club at their summer cottage.

Miss Esther McLaughlin, Train Master's Clerk at Dubuque, spent the Fourth in Carbondale, Ill., visiting with Mr. and Mrs. Wm. Atwill.

Cyril Cooney, better known as "Cy" who has been messenger in the Superintendent's office at Dubuque since Aug. 1, 1916, has been promoted to Night Bill Clerk in the Freight House, effective July 25th. His successor's name is Wm. McFarland.

Miss Florence McShane, Secretary to the Superintendent at Mattoon, Ill., spent part of her vacation visiting friends in Dubuque. She left Dubuque on the 25th for Toledo, Ohio, where she expects to remain until about August 1st.

Mr. Fergus J. O'Connor, who has been employed as OS&D Clerk in the freight office in Dubuque for the past couple of years, has accepted a position as Cashier with the Fruit Dispatch Company at Dubuque.

The home of O. J. Oster, Stenographer to the Superintendent's Chief Clerk at Dubuque, has been made extremely happy by a visit from the stork, bringing with it an eight pound boy. Congratulations, Mike.

Miss Lillian Gunstead, Stenographer in the Master Mechanic's office at Waterloo Shops, has returned from her vacation, the first part of which she spent visiting in Minneapolis. Later, she and a party of friends took an extensive auto trip through North Dakota, enjoying the beauties of nature, particularly so on their trip through the Bad Lands, although the heat crossing there was quite intense. She also spent a few days in the vicinity of Mott, North Dakota, and visited the Black Buttes. Miss Gunstead expressed herself as having had a very enjoyable trip.



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Mr. K. G. Crowther, Chief Accountant in the Master Mechanic's office, Waterloo, and wife, are spending their vacation in Colorado. When last heard from they were taking a trip through Granite Canyon on the Colorado Midland.

Arthur Ziesiness, Timekeeper, Waterloo Shops, has returned from his vacation which was spent in Missouri, visiting his parents. In connection with the high cost of living, Mr. Ziesiness says that the prospects for abundant crops in that section of the country were never better.

Mr. E. L. Fox, Tool Room Foreman at Waterloo, has been transferred to a similar position at Burnside Shops. Machinist N. W. Johnson at Waterloo, has been appointed to the position left vacant by Mr. Fox.

Mr. J. E. Miller, formerly employed as Asst. Engineer, 22d street, Chicago, has been transferred to Waterloo Shops as Chief Engineer, succeeding Mr. H. C. Schultz, resigned to engage in other business.

Warehouse Foreman Lou Black, of Cedar Rapids, Past Consul of the M. W. A., has returned from the M. W. A. convention at Chicago.

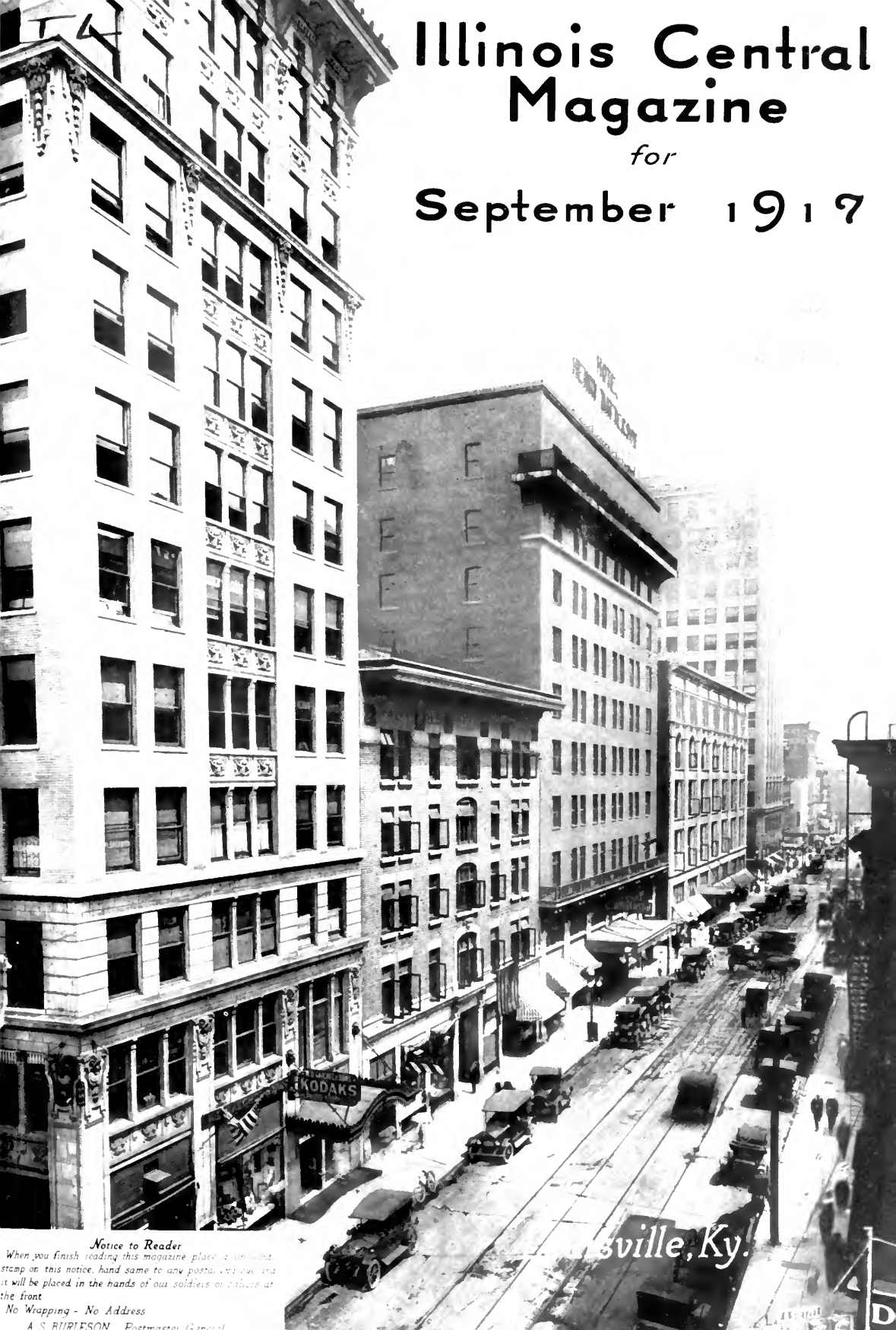
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Illinois Central Magazine

for

September 1917



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GRANTLEY B. HARPER

General Development Agent Illinois Central Railroad Company,
Yazoo & Mississippi Valley Railroad Company,
Chicago, Ill.

ENTERED railroad service with the Yazoo & Mississippi Valley Railroad in 1887, as freight clerk, at Natchez, Miss. Was assigned to train service in 1888, becoming conductor October, 1889. Was in machinery department from June, 1890, to June, 1903; freight conductor to June, 1905; agent at Harriston to November, 1906; traveling passenger agent to November, 1907; traveling industrial agent and city passenger agent at Birmingham and agent at Natchez, Miss., to March, 1910; assistant industrial and immigration commissioner at Memphis, to June, 1917. Appointed general development agent at Chicago, June 15, 1917.

ILLINOIS CENTRAL Magazine

Vol. 6

SEPTEMBER, 1917

No. 3

President Markham's Concluding Letter in James Case Controversy

From *The Sumner (Miss.) Sentinel*,
July 26, 1917.

To the People of Tallahatchie County:

I ask your indulgence once more, to the extent of a reply to the tirade of Mr. H. L. Gary, which appeared in the Tallahatchie county newspapers of the 12th inst., and which was a fair sample of a jury speech made by some lawyers in damage suits against the railroad. You perhaps noticed that Mr. Gary said very little about the James case and a great deal about side issues; that apparently he labored hard to detract your attention from the James case by attracting it to other things. That is a part of the system under which railroad revenues are frequently made to suffer. Mr. Gary did not say a word to you about Mr. Alex Smith, whom he eulogized in his published letter of June 6th and some of whose testimony I quoted from the record in my reply. He found it convenient to drop Mr. Smith from the discussion and he dropped him without any ceremony, although Mr. Smith was the main prop of the James case. He made no attempt to explain Mr. James' absolute silence about his claims from 1908 to 1914. He eliminated entirely the written record of the trial which he talked so much about in his first reply. He dismissed the subject of the high water in the Tallahatchie river of April, 1917, as a matter unworthy of his attention, although it is admitted that the water was almost as high as it was at its highest period in the six years complained of by Mr. James in his suit. He tried his best to place the burden of the responsibility for the James law suit, and the \$100,000 verdict rendered by the nine jurors, upon all the people of Tallahatchie county. He posed as your friend and benefactor in his fight to divert railroad revenues from their regular channels into his own private pockets, but his supreme effort was to place me in the light of antagonizing you. I believe there are something like 2,000 qualified jurors in Tallahatchie county. Only nine of these had anything to do with returning the verdict for \$100,000 in the James case, and Mr. Gary failed utterly to connect the balance with responsibility for this verdict. His effort to appear as your chosen leader in a fight against the railroads falls of its own weight. He would have you believe that the companies over which I preside are antagonistic to the people of Mississippi, when it is well known the reverse is true and that there never was a time in the history of these companies when they were closer to the people of the state than they are at the present time. If taking the people into our confidence and acquainting them with our difficulties

and the obstacles which confront us in the operation of the railroad is antagonistic, if discussing our problems openly before the people is antagonistic, if the payment of taxes amounting to approximately \$1,000,000 annually into the treasury of the state is antagonistic, if advertising your wonderful advantages and taking people into the state to invest their money in the development of its splendid resources is antagonistic; if the expenditure of many thousands of dollars annually to improve and enlarge the agricultural and the live stock industries of the state is antagonistic, then Mr. Gary is right and these companies are antagonistic to the people of Mississippi. I beg to assure you that the attitude of Mr. Gary shall have no effect whatever upon the policy of these companies and shall not in the least interfere with my friendship for the people of Tallahatchie county, nor the deep interest which I feel in their prosperity, nor my pride of being at the head of a company which serves them. I am fully aware of the fact that the vituperation which Mr. Gary has heaped upon me was because I dared to tell you something about the James case, and drove him into the newspapers in an attempt to defend it. However, I wish to give Mr. Gary credit for one thing. I refer to his great "scoop" in regard to the Charleston depot. I missed the date of its completion by about sixty days, due to misunderstanding of a report which was received over the long distance telephone from Memphis. Mr. Gary quickly seized upon this as a cloak for the James "damages," of which there is nothing exposed whatever that could be photographed, not even a spot equal to the size of a pile of lumber.

For the evident purpose of clouding the issue, which is the James case, Mr. Gary has injected into this controversy the question of freight rates, a subject which covers a wide range, such as competition, commercial conditions, traffic density, population, etc. He would have you believe that on account of exorbitant freight rates to Charleston the railroad company could give Mr. James \$100,000 and not miss the money. I quote his exact language: "You cannot fail to be aware of the fact that your rates into here are unreasonable and unjust and your conduct in robbing the people through your rates cannot be defended. I challenge you to compare these rates with those prevailing in any other state, either eastern, central or southern." Mr. Gary prefers to compare the Charleston rate with the Memphis rate because he knows that Memphis enjoys competition with the Mississippi river, which is navigable at all seasons of the year, and that the railroads are compelled to depress the Memphis rate in order to get the Memphis business. Memphis is one of the largest cities in the South and controls an enormous amount of tonnage, while Charleston is located in an undeveloped territory at the end of a branch of twenty-six miles of railroad built especially to serve it. Outside the products of one mill there is very little traffic on the Charleston branch, insufficient in fact to employ fifty per cent of the hauling capacity of the small locomotives operated there. While the Charleston rates are higher than the Memphis rates, the policy of the railroad company has been to make its rates to Charleston and the entire Delta country as reasonable as is consistent with good operation and with adjustments prevailing elsewhere on the line. The distance from the Central West to Charleston is about the same as to Birmingham, which is one of the largest cities in the South and perhaps its heaviest tonnage producer. Birmingham is reached by a number of strong railroads and might naturally be expected to enjoy favorable freight rates. Note some comparisons of the rates to Charleston with those to Birmingham on commodities mentioned by Mr. Gary, as follows: From Chicago to Birmingham the distance is 651 miles and the rate on cultivating implements, such as plows, planters, cultivators, etc., in carloads, is 44 cents. For other implements, such as har-

vesters, binders, presses, etc., the carload rate is 50 cents, which would also apply on mixed cars of cultivating and other kinds of implements. From Chicago to Charleston the distance is 658 miles and the rate on all implements in straight or mixed carloads is 52 cents. The Pittsburgh territory supplies practically all the cotton ties used in the southern territory. From Pittsburgh to Birmingham the distance is 792 miles, or 145 miles less than the distance from Pittsburgh to Charleston. The rate on cotton ties from Pittsburgh to Birmingham is 40 cents, and the rate from Pittsburgh to Charleston is 41 cents. Anything very much out of line about that, Mr. Gary? From St. Louis to Birmingham the distance is 476 miles and the rate on barbed wire is 48 cents. From St. Louis to Charleston the distance is 446 miles and the rate on barbed wire is 49 cents. Remember, I am comparing the Charleston rate with a city which produces the largest tonnage of any city in the South. The grain which our lines distribute in the South is drawn from the fields of the Central West, largely from Illinois and from and through the St. Louis market. Champaign, Ill., is in the heart of the Illinois grain fields. The distance from Champaign to Birmingham is 560 miles and the carload rate on grain is 31 cents. The distance from Champaign to Charleston is 531 miles and the rate on grain, carloads, is 29½ cents. From St. Louis, the largest market from which the South draws its supply, the rate on grain to Birmingham is 25 cents and the rate to Charleston is 23½ cents. Mr. Gary challenged me to compare the Charleston freight rates with those prevailing anywhere, and I have compared them with one of the largest cities in the South. I now challenge Mr. Gary to tell you of one single instance in the whole wide world where a man was ever awarded a verdict by a jury against a railroad company for \$100,000 for damage to farm and crops by alleged improper drainage, after a lapse of six years, except in the case of Mr. James.

The Charleston freight rates were recently brought to the attention of the Interstate Commerce Commission. Both sides were heard by the commission and a decision will undoubtedly be handed down soon, and whatever it may be the railroad company will comply with it.

Mr. Gary is clever when it comes to discovering whether or not there is a new depot in his home town, but I wonder if he knows anything about the enormous increase in the cost of producing transportation. I wonder if he knows that the increased cost of coal to the Illinois Central system amounts to more than two million dollars per year. It requires a great deal of coal to haul the products of the farms to the markets, and the various commodities back to the farms. I wonder if Mr. Gary knows that wages on this system have increased five million dollars per year; that switch engines for which we paid \$12,399 two years ago now cost \$26,756; that freight engines which cost us \$22,163 two years ago now cost \$41,660; that passenger engines which cost \$20,627 two years ago now cost \$43,000; that refrigerator cars which cost \$1,279 two years ago now cost \$2,600; that box cars which cost \$860 in 1914 now cost \$2,450. I wonder if Mr. Gary knows about the great advance in the price of steel rails, frogs, switches, machinery and tools of all kinds which the railroad is compelled to have in order to produce transportation, and I wonder if he knows we haul Mr. James' cotton to Memphis now at the same rate we charged when cotton was selling for six cents a pound. I wonder if Mr. Gary knows that the cost of everything which goes into producing and marketing a bale of cotton has increased substantially except the freight rate, which remains about the same.

Mr. Gary says he is willing to take over the operation of the line from Philipp to Charleston and is prepared to give necessary security to operate it in the public interest. I thought he had designs on taking over a part of the railroad, and now it has been proven by his own admission. He fairly struts before

you as one who thinks he has called a big bluff. He says he knows the Philipp-Charleston line is a money-maker and he evidently has a desire to take over any thing which promises to produce money. I suggested turning this property over to Mr. Gary and Mr. James and I am unwilling to let Mr. James out of it. If he can operate a railroad under real difficulties as successfully as he has operated his plantation under alleged difficulties, I think there is a chance that he might make a go of it. Now, if Mr. Gary and Mr. James really want to enter the railroad field, I will offer them the opportunity. I will advise the stockholders and directors of the Yazoo & Mississippi Valley Railroad Company to turn over to them the line from Charleston to Philipp in its entirety at a nominal rental of one dollar per year for a period of years to be agreed upon, provided they will take care of existing contracts with our patrons as to use of the track in a manner satisfactory to such patrons and provided the arrangement is approved by the Railroad Commission of the State, and that no legal obstacles prevent. Mr. Gary and Mr. James will furnish their own equipment and rolling stock, pay all the expenses of operating the line, receive the local rate on business local to this line and on through business such proportions of through rates as the Illinois Central and Yazoo & Mississippi Valley Railroads now allow to other short lines in the Mississippi Valley. Of course, they are to pay taxes and insurance, and enter into bond in an amount to be agreed upon with satisfactory sureties, whereby they will undertake to protect the Yazoo & Mississippi Valley Railroad Company against all claims, suits, damages and demands of every kind arising during the time they are operating the property, and providing further that they will turn the property back to the owner at the end of the period in substantially as good condition as it was when it was turned over to them. If the outline of this proposition is interesting to these gentlemen, and they will advise me, I will immediately arrange for authorized representatives to meet them in conference for the purpose of agreeing upon the details.

There is one other thing I desire to mention. It is unimportant, I will admit, except to show how Mr. Gary occasionally loses himself when he rails about the the James case. I quote as follows from his article published on the 12th inst., in which he refers to my article published June 28th. "In his reply to me he quoted me as follows: 'Mr. Gary stated in his article that he asked every one of the twelve jurors how they stood.' Now, President Markham, if you can convince any minister of the gospel in this county that I made any such a statement, I will give to that minister's church a donation of one thousand dollars, if I have to mortgage my home to make good my word." Here are Mr. Gary's exact words quoted from the eighth paragraph of his article dated June 2, 1917, which appeared in the *Tallahatchie Herald* of June 6, 1917: "I was present when the verdict was rendered and as soon as the jury was discharged talked to every member of the jury. It was my understanding that the three jurors mentioned were in favor of returning a verdict in favor of Mr. James, but did not agree with the other nine in the amount." Now, I submit that Mr. Gary will have to do some hair splitting if he avoids paying over that \$1,000 to some minister of Tallahatchie county.

Having wrung from Mr. Gary, as the representative of Mr. James, the admission made publicly before you that the James plantation has not been destroyed and that Mr. James actually raised and marketed more cotton during some of the years complained of in his suit than he ever raised and marketed before, and that he knows nothing whatever about the high waters in the Tallahatchie river of April, 1917—higher waters than occurred in any of the years complained of by Mr. James except the year 1912, and almost equaling the high water of that year—the object of this controversy has been accomplished and I leave the case with you.

Yours truly,

C. H. MARKHAM.



What the

World thinks

RAILROADS ASSERT COAL MOVEMENT IS GREATER THAN EVER

Information Elicited from Testimony
Before Illinois Court

Chicago, August 25. — Testimony given by R. H. Aishton, president of the Chicago & North Western Railway, and Charles H. Markham, president of the Illinois Central, before Chief Justice Carter of the Illinois supreme court showed that the railways, both of the state of Illinois and those of the United States, have moved more coal within recent months than they ever did before in their history. The testimony was given at the hearing on the question of fixing coal prices in Illinois.

Mr. Aishton's statement was as follows:

"Within a few days after declaration of war and at the request of the Council of National Defense, a meeting of the railroad presidents of the country was called and a railroads' war board selected to sit in Washington and give such direction to the operation of the railroads as would result in obtaining the highest degree of efficiency. It was agreed that for the period of the war the railroads should be operated by the board as a single system, eliminating all individual and competitive activities. One of the first orders issued by the railroads' war board was that preference be given to the movement of coal and iron ore and the railroads were advised to de-

vote all of their energies toward securing increased car efficiency. As a result of the extraordinary efforts put forth in this direction in car mileage and car co-operation of shippers there has been a marked increase in car mileage and car loading, the increase for May, the first full month following organization of the war board, showing about 16 per cent more freight service, with practically the same number of cars and locomotives as last year. For the four months, April to July inclusive, this year the coal carrying roads of Illinois represented at this meeting have loaded 7,173,746 tons more coal than for the corresponding period last year, which shows they are doing their part. All of the Illinois roads are storing winter coal to the extent of their ability, and to the extent that coal can be stored for that purpose, it will leave just that many more cars available for commercial use during the winter months. The use of cars suited for coal loading, for handling sand and gravel, as well as road and building material generally, is being restricted to the lowest possible use consistent with our duties as common carriers, and, notwithstanding the difficulty of obtaining labor and material, the number of bad order cars is being kept down to the lowest possible minimum."

Mr. Markham's statement was as follows:

"In addition to the ordinary normal business, there has been a very large increase in the regular commercial traffic, such as manufacturing products and

everything of that kind. The requirements of the government the last few months; special movements of materials of all kinds for the building of ships; for the construction of cantonment camps, and everything of that character, have made a largely increased burden, and in addition to that there has been a complete change in the natural flow of some important commodities, one of the most important of which is coal.

"As an example, in ordinary years 31,500,000 tons of coal go up the lakes by boat. This supply is generally distributed throughout the states of Wisconsin, Minnesota, North and South Dakota, Nebraska and Iowa. This year, owing to the enormous tonnage of ore, there has been a shortage of vessel tonnage, and there will be a shortage of this class of coal from ten to fifteen million tons, which will have to be made up by the movement from Illinois, Indiana and Kentucky fields. This, coupled with the increased demand throughout the territory naturally tributary to these particular fields, has given the railroads a task to move all of this additional tonnage. The railroads have realized this situation. They have not been asleep. They have been co-operating in every way through the National War Council, the National Council of Defense and other bodies, through a patriotic or selfish motive, whatever you might call it.

There never has been a time when the coal movements have averaged so many miles per day. Coal is practically preference freight today on every railroad, whether in the shape of an empty car going to the mines or a loaded car coming from the mines.

Through the co-operation of shippers the average load of coal per car had been increased nearly ten per cent, which increase automatically increases the supply of empty cars ten per cent.—*Virginia, (Minn.) Virginian, August 25, 1917.*

I. C. NOT AFRAID OF CAR SHORTAGE.

Chicago, August 28.—Without any great increase in rolling stock, railroads

of the country have increased their hauling ability from 10 to 40 per cent, according to a statement by Charles H. Markham, president of the Illinois Central.

Markham stated that increased efficiency of employes, quicker loading and unloading, loading of cars to capacity instead of half to three-fourth capacity as before, and moving cars faster had worked wonders at relieving the car shortage. "On our road," said Markham, "we formerly averaged a move of thirty miles a day for each freight car. Now, through more efficient handling, we average forty miles a day. In other words, we have practically increased our equipment by 33 per cent. Other roads over the country have done about the same thing. I have not the slightest fear that there will be any trouble this winter, and think that the roads will handle with reasonable promptness all of the traffic offered them."—*The Marion Evening Post, Wednesday, August 29, 1917.*

SAVE RAILROAD POWER TO HELP WAR WORK, EDICT

Fuel Is to Be Conserved, and Duplication of Trains to Be Eliminated

"Conserve the man power of railroads for use in war activities."

This was the order which today went out over the eleven big railroad trunk lines of the West, coupled with an order to economize in fuel. B. L. Winchell, director of traffic of the Union Pacific Railroad, chairman of the railroad committee of the West, told representatives of the eleven trunk lines that it was President Wilson's wish, as well as the wish of the war board, in which the railroads were asked to co-operate.

The war board appointed Mr. Winchell chairman of the railroad committee of the West, and he called a conference of representatives of the trunk lines today. The representatives met in the offices of the Union Pacific Railroad in the Garland Building.

The economy in man-power and fuel

is to be brought about by eliminating duplication of passenger train service wherever possible and by taking whatever other steps Mr. Winchell deems will assist in the movement.

The following railroads were represented at the conference:

Union Pacific.
Chicago & Northwestern.
Chicago, Milwaukee & St. Paul.
Southern Pacific.
Missouri Pacific.
Atchison, Topeka & Santa Fe.
Great Northern.
Illinois Central.
Chicago & Alton.
Missouri, Kansas & Texas.
Chicago, Rock Island & Pacific.

Roads Alive to Situation

"The country, due to war activities, may be short of fuel, power and men, and the railroads will do their part in the crisis by helping in the situation," said Mr. Winchell. "If there are any duplications in train service which can be avoided without inconvenience to the public, the duplications will be avoided and the man power and fuel thus be saved for other purposes.

"One method of saving both man-power and fuel will be to eliminate duplications in train service. Another might be, where the traveling convenience of the public is the same, to increase the carrying capacity of passenger trains and to economize on the number of runs. This, in short, is the scope of the subject the railroad representatives will study and are determined to remedy.

"The Union Pacific Railroad at the present time is doing all it can to relieve the situation. Wherever our young men have been drafted for army service we are filling their places with women—stenographers, telephone operators, telegraphers and clerks. Extension of this plan will be another matter considered."—*Chicago Post*, August 28, 1917.

PRESIDENT MARKHAM OPIMISTIC

President Charles H. Markham of the Illinois Central Railroad and a former

resident of Pittsburgh, having just returned to his Chicago headquarters after a comprehensive tour of the South, writes to the *Dispatch* as follows:

"The South was never more prosperous and conditions point to another banner year for the people south of the Ohio River. The value of the cotton crop last year amounted to \$1,500,000,000. This year the value will be \$2,000,000,000, and this is \$1,000,000,000 more than the total value two years ago. Cotton prices continue high. Sugar, rice, tobacco and corn all are good crops and good prices, sugar selling for double what it did three years ago. Cars are moving more freely and there will be no serious trouble moving crops this fall. To me the South offers great opportunities. I look for high prices for cotton for sometime."—*Pittsburgh Dispatch*, August 25, 1917.

WITHOUT NEW CARS RAILWAYS HAUL MORE.

Ten to Forty Per Cent Added to Tonnage Carried by Lines, Says President of Illinois Central

(By Associated Press)

Chicago, Aug. 28.—Without any great increase in rolling stock, railroads of the country have increased their hauling ability from 10 to 40 per cent, according to a statement by Charles H. Markham, president of the Illinois Central.

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"On our road," said Mr. Markham, "we formerly averaged a move of 30 miles per day for each freight car. Now, through more efficient hauling, we average 40 miles a day. In other words, we have practically increased our equipment by 33 per cent. Other roads over the country have done about the same things. I have not the slightest fear that there will be any trouble this winter

and think that the roads will handle with reasonable promptness all of the traffic offered them."—*Minneapolis, Minn., Tribune*, 8-28-17.

TO LOAD GRAIN AT NIGHT

Illinois Central Will Follow Plan to Facilitate Shipments

Elevator companies have been asked to load grain cars during the night in order to facilitate the movement of crops, according to Fred Austin, commercial agent for the Illinois Central Railroad.

The railroads are arranging their freight train schedules in order to move the crops as speedily as possible, Mr. Austin declared.

Movement of freight has been increased forty miles per day since July 15, Mr. Austin declared. With the co-operation of grain men, cars can be "spotted" in the evening and loaded that night, so movement can be commenced the next morning.

The demand for box cars has increased during the last week, all railroad offices report. The Northwestern is expecting new cars daily. Automobiles will be shipped in open cars in order to use the box cars for grain.—*Sioux City (Ia.) Journal*, August 23, 1917.

I. C. MAN TO DIRECT TROOP TRANSPORTATION.

Baton Rouge, La., August 25.—Victor E. Labbe, traveling passenger agent for the Illinois Central lines, has been designated by the American Association of Railways to take charge of railway accommodations for the transportation of Louisiana's drafted men to mobilization camps. Mr. Labbe will direct the entrainment of the new troops on all railroads in the state. He will open headquarters in the Adjutant General's office on August 28. *New Orleans La State*, 8-26-1917.

EMPLOYEES AS MOLDERS OF SENTIMENT

The average employe in a commercial business recognizes that his interests, and his company's interests are identical. Unless the business prospers he cannot hope for increased wages, and consequently he promotes the welfare of the concern in every possible way that he can. He is not only energetic in discharging his routine duties but keen to seize opportunities to raise his company in public esteem. Unfortunately, railroad employes have been lacking in this respect and much can be accomplished if they are properly stimulated. Sometime ago T. J. Foley, general manager of the Illinois Central, discovered what far-reaching results followed a common sense expression of opinion by a conductor favorable to his road. This led him to consider the possibilities of enlisting train service employes as missionaries on public relations in conjunction with their duties in daily contact with the patrons of the company. In a bulletin, summarized elsewhere in this issue, he calls the attention of trainmen and enginemen to the good effects of a statement of fact now and then, when in the interests of the road's welfare, and announces that he intends to issue circulars from time to time, setting forth concrete and illuminating statistics concerning the affairs of the Illinois Central and the railroad situation generally. Some of the employes, prejudiced by a tradition of antagonism toward the management, may not be much assistance in the campaign that Mr. Foley contemplates, but the more intelligent men will be able to accomplish much if they are sufficiently courteous in presenting their ideas to the traveling public. Therefore, the importance of tact and caution should be strongly impressed on them. The possibilities of a campaign of education through train service employes are indeed great. Perhaps no other one factor could more effectively assist the railroads in securing recognition of their real needs than a general presentation of their side of the case by these em-

ployes. No less important than the direct advantages to the railroads accruing from this plan would be the educational benefits to the men which would be derived from a series of circulars such as Mr. Foley contemplates. When train service employes learn the truth,

they will realize that the carriers cannot be milked without end, but must be nourished and fostered if the public is to have satisfactory service and employes better wages.—*Railway Age Gazette, July 27, 1917.*



YOU ARE SELECTED IN THIS CRISIS OF YOUR COUNTRY

to become an effective right behind the trenches! Distance is a matter of transportation.

Our transportation system can reduce your disadvantages as A FIGHTING MAN, so that your bit done in this country will be work you are "selected" and best fitted for done RIGHT BEHIND THE BATTLE LINE. Fight the devil with fire! Fight the enemy with efficiency! Direct the efficiency of your own business into a practical support of your country in this crisis.

THINK! to win the war the resources of this country must be transported to the battle front! SUPPLIES ARE HELD AWAITING every excessive car you use or delay! DISTANCE IS LACK OF TRANSPORTATION! FRANCE to-day

IS NEARER THAN GETTYSBURG of 40 years ago.

Load Cars Heavily And Handle Them Quickly.

OUR RECORD

	1917 Jan.	1917 Feb.	1917 Mar.	1917 Apr.	1917 May
Average increase in weight per carload-shipment over same months of previous year.	4200 Pounds	1300 Pounds	6024 Pounds	3500 Pounds	9706 Pounds

RECORD OF LOADING AND UNLOADING.

Cars released before beginning of free time.	15.68%	22.42%	23.30%	26.0%	24.01%
Cars released before expiration of free time.	92.81%	83.10%	85.78%	92.0%	90.29%
Average detention per car at our New Orleans plant.	1 day	3/5 day	1 1/4 day	1/2 day	1 1/4 day

NOT A BOAST - - A KNOWLEDGE OF WHERE WE STAND - - WE HOPE TO IMPROVE IT.

What Is Your Record Messrs. Shipper And Railroad Man?

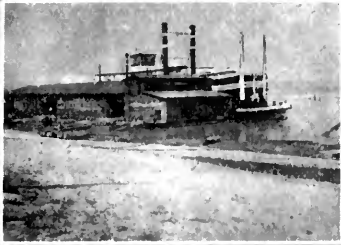
TRAFFIC DEPARTMENT

June 30th, 1917.



PENICK & FORD, Ltd.

New Orleans, La.



Louisville,

the Kentucky Metropolis
with
many and varied attractions ..

by, C.C. Ousley

In that great number of princely municipalities tapped by the Illinois Central Railroad, none stands out as a more typically American, modern city than Louisville, the metropolis of Kentucky. It is a city worth visiting. It is one in which living is worth while, if the universal testimony of its nearly 250,000 inhabitants is to be accepted.

Level, well-paved streets, substantial public and private buildings, imposing factory districts and beautiful homes are characteristics of the city which will linger in the mind of the visitor. A delightful climate and a record for healthfulness surpassed by no other city are two other features which the citizen seldom fails to call to the attention of the stranger.

Louisville rightly boasts of its park systems, with 1,700 acres of well-kept lawns and woods, streams and drives. There are twenty-three playgrounds owned by the municipality within the city limits. There are 265 churches, of every denomination. Sixty-three public school buildings and numerous colleges and seminaries tell of the educational status of the city. A main public library, with ten branches, circulates more than 1,000,000 volumes a year. The city's sewerage system, if laid in a straight line, would stretch from Louisville to Chicago. There are more than 100 miles of paved streets and the area of the city is almost 18,000 acres.

Thus briefly may be described the big

urban community at the Falls of the Ohio—a community whose past is glorious, whose present is the epitome of progress and whose successful future is assured by the spirit and enterprise of a determined citizenry.

Famed as a Convention Place

Louisville stands out so pre-eminently as a metropolis easily accessible and a place of famed hospitality that its self-applied title of "America's Favorite Convention City" is challenged by few, if any, of its sister cities. Convention getting and convention entertaining are enterprises systematically carried on with marvelous success the reward.

Under the auspices of the Louisville Convention and Publicity League this important work has been conducted in a business-like manner for the past seven years. Between 125 and 150 conventions and other gatherings of state, interstate and national interest are held in the city each year.

Louisville has every requisite of the ideal convention city. It is located less than seventy-five miles from the center of population of the United States. It is estimated that nearly three-fourth of the inhabitants of the union live within twenty-four hours by rail of the Kentucky metropolis. Nine trunk lines of railway enter the city. Numerous inter-urban electric lines connect it with the cities and towns near at hand.

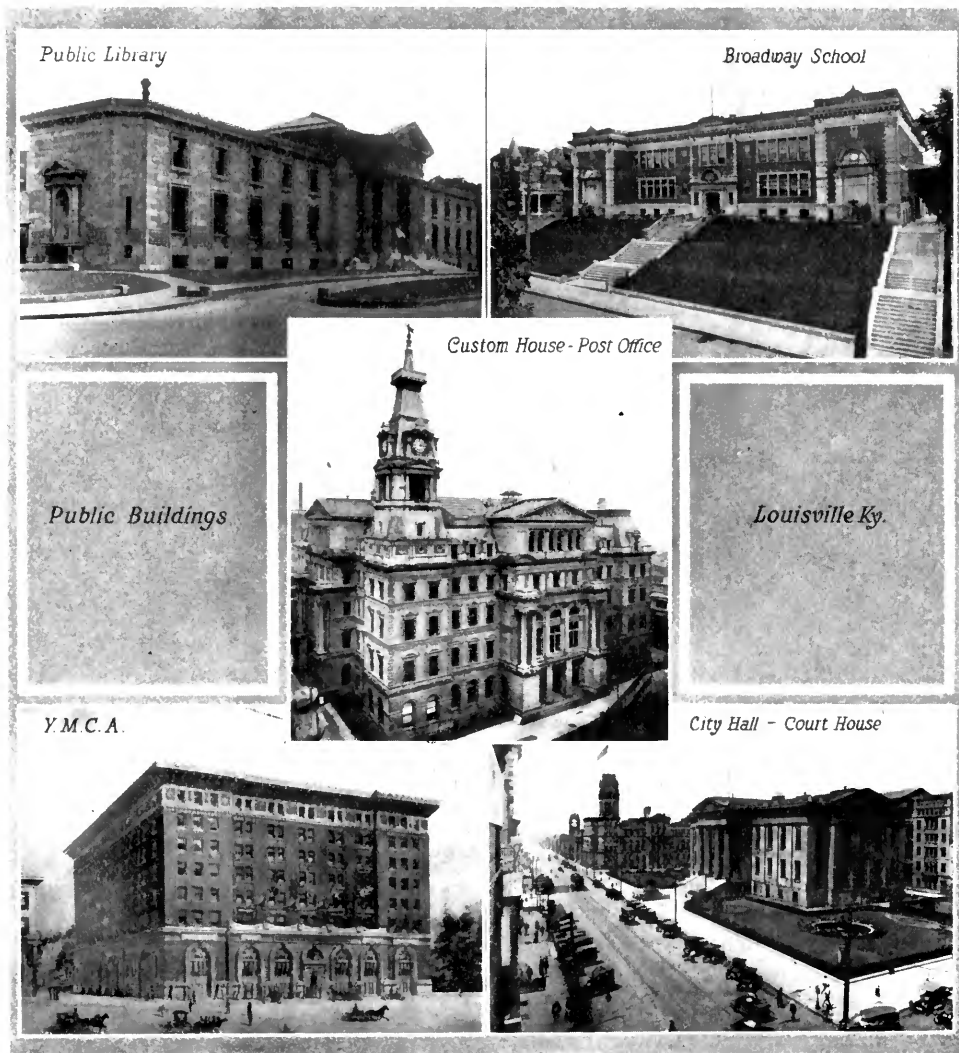
Excellent Hotel Facilities

No other city of like size can boast of

better or greater hotel facilities. The adequacy of accommodations for visitors is readily apparent when it is borne in mind that among the many large national meetings which have been held here are the National Encampment of the G. A. R., the Confederate Veterans'

rates are never raised by them on account of the influx of convention visitors.

Facilities for caring for large crowds are excellent. Louisville boasts of one of the best city railway systems in the country. Large, comfortable street cars



Reunion, Triennial Conclave Knights Templar, Biennial Encampment Knights of Pythias, North American Saengerbund, National Dental Association and scores of other equally large and important gatherings. One proud and truthful claim for the hotels of Louisville is that

traverse every section of the city and passengers are provided with practically universal transfers. All of the cars are heated in winter.

Big Exposition Hall

In the First Regiment Armory a gigantic floor space greater in area than

Madison Square Garden offers exceptional opportunities for conventions and expositions. All of the leading hotels have commodious convention halls, while theaters, public halls and churches have ever furnished adequate assembly rooms for the largest gatherings. As a crowning aid to the facilities offered in this direction, there will shortly be erected a magnificent convention hall to house the largest attractions. Funds for the structure have been raised and a site has been purchased.

For the visitor there is a constant offering of wholesome amusement. Good theaters and innumerable movie houses provide entertainment the year round. In spring and fall there are races at

Louisville Board of Trade, offered the government use of a rolling tract of land comprising about 3,000 acres and situated on the southeastern outskirts of the metropolis. The site is reached by both steam and electric cars and is less than twenty-five minutes automobile ride from the heart of the city.

The contractors announced completion of the cantonment on August 25, exactly nine weeks after the work began. A total of more than 1,200 buildings were erected in that time. Numerous other structures, not contemplated in the original plans, are under way and will be completed before the close of the current month.

As this issue of the Magazine goes to



CEMENT PLANT, KOSMOSDALE, KY., NEAR LOUISVILLE.

Churchill Downs and Douglas Park. Well-conducted amusement parks add to the joys of citizens and visitors alike during the summer months. Each September tens of thousands of Kentuckians spend a week in the metropolis of their state in attendance on the Kentucky State Fair.

Site of "Camp Taylor"

One of the newest and most imposing of Louisville's attractions is "Camp Taylor," the cantonment wherein will be trained a part of the new American army. The selection of Louisville as a site for one of the sixteen cantonments followed when its citizens, through the

press there are upwards of 12,000 recruits in the new national army at Camp Taylor, drafted from Indiana, Illinois and Kentucky, and with the calling of the last members of the original army, the camp will have more than 42,000 officers, soldiers and civilian employes within its confines.

The extreme length of Camp Taylor is more than five miles and the average width two and a half miles. The group of hospital buildings alone cost more than \$500,000.

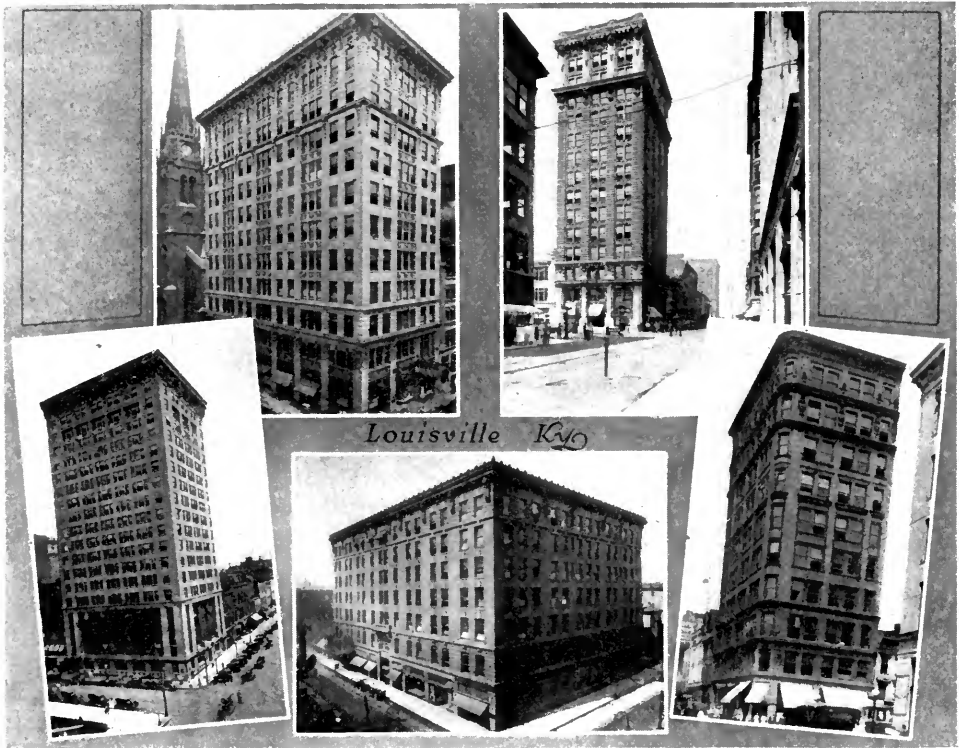
Things Worth Seeing

Louisville combines the picturesque past with the progressive present. The

city had its beginning when Gen. George Rogers Clark and his band of pioneers floated down the Ohio River and landed at Corn Island, a spot still distinguishable when the waters of the river are low. The city was named after King Louis XVI of France.

Some idea of those things which make it a place of marvelous interest may be gained by a journey over the wide, well-paved streets and boulevards, starting at the Court House on Jefferson Street,

shopping, hotel and theatrical district, with splendid stores and high office buildings lining the thoroughfares. At Third and Green streets is located the Courier-Journal, a newspaper made famous over the world by the pen of Henry Watterson. On Walnut street, between Third and Fourth, is the Pendennis Club, widely known, and near to it the beautiful club house of Louisville Lodge No. 8, Benevolent and Protective Order of Elks. The Postoffice and Custom



between Fifth and Sixth, in the very heart of the city. Immediately in front of the Court House, a massive-walled building dating back to 1837, is the finest and costliest statue in existence erected to the memory of Thomas Jefferson. It stands on the largest block of gray granite ever quarried. In the rotunda of the Court House is the famous Joel T. Hart statue of Henry Clay.

One block away, at Fourth and Jefferson streets, the traveler enters the retail

House, a majestic building of granite, is located at Fourth and Chestnut streets.

A journey one block south will carry the traveler to Fourth and Broadway, where the Warren Memorial Church is one of the city's show places. At Third and Broadway is the new Y. M. C. A. and also the mammoth Weissinger-Gaulbert Apartments, the largest apartment house in the world at the time of its erection, a few years ago. A block further east is the handsome building of

the Y. W. C. A., while diagonally across the street is the artistic home of the Y. M. H. A.

Many Beautiful Buildings

At First and Broadway is the beautiful Presbyterian Theological Seminary, declared to be one of the architectural wonders of the middle west. On Broadway also is the Southern Baptist Theological Seminary, the chief institution of learning of this denomination in the South. The traveler may turn from Broadway into Third street and, moving South, will pass the Louisville Free Public Library at York street. It is a magnificent combination of Greek and Roman architecture. Palatial homes with spacious lawns, greet the eye as the traveler continues out Third street to Grand Boulevard. Where the city street merges into the suburban thoroughfare, a graceful shaft stands, surmounted by the figure of a soldier. This is the Confederate monument erected by the women of the South.

Returning towards the city's center, the new million dollar City Hospital will be found at Floyd and Chestnut streets. The largest winter wheat flour mill in the world will be seen on a trip east on Broadway as the journey progresses towards "The Highlands," a beautiful residential district. Cave Hill Cemetery, the equestrian statue of Gen. John B. Castlemen, the statue of Daniel Boone, the city's \$3,000,000 filtration plant, the monument to President Zachary Taylor, the great Bourbon Stock Yards and a score of other interesting things will greet the visitor to this section of the city, and its equally attractive neighboring section, "Crescent Hill."

Nor should the traveler who enjoys the combined handiwork of nature and man fail to take a spin up the River Road, with the Rhenish scenery of the Ohio on one side and the country estates of numerous wealthy Louisvillians on the other.

Life Saving Station

Sights of rare interest greet the visitor to the river front, where packets and tug boats and pleasure craft are found in numbers. Here, too, is the only govern-

mental life saving station on inland waters in America, made necessary by the rapids plainly visible from the shore. Three great bridges connect Kentucky and Indiana at this point.

Traversing Main street from First to Fifteenth, the sight-seer will behold the largest whiskey market in the world, and will travel for blocks through rows of warehouses, known as the "Tobacco Breaks." Nowhere on earth will be found a loose leaf tobacco market of such importance.

Shawnee Park, a beauty spot on the banks of the Ohio, and a great and interesting factory district, will attract the attention of the visitor to the Western section of the city. If the journey is then continued to the extreme south, the reward will be a drive through Iroquois Park, a great reservation of more than 1,000 acres, city-owned and reputed to be one of the most beautiful natural parks in the world.

Great Industrial Center

Although Louisville has long been recognized as an industrial center, particularly rapid strides have been made in this direction in recent years. In 1916 a concerted effort for the bringing of new industries to their city was launched by the citizens and the result was the organization of the Louisville Industrial Foundation. More than \$1,000,000 was subscribed as a working fund.

This city has the largest plow factory in the world. Likewise, it claims the largest bath tub factory, the largest handle factory, and the largest tobacco and whiskey markets on earth. Flour, boxes, mahogany lumber, leather, cement, varnish, wagons, electric trucks, wire and iron, soap, clothing, motors, pianos and furniture are a few of the countless products of Louisville industries shipped to all points of the compass.

The central location of the city and its rail and water transportation facilities are not the least important of its factors as a manufacturing community. Ninety-three per cent of the city's population is native born and it is one of the most satisfactory labor markets in the country. There are nearly 30,000 indus-



trial operatives in the city. Cheap gas, electric current and water are listed among the attractions industrially while housing conditions for workmen, together with school, church and recreational facilities are declared to be almost ideal.

On "The Dixie Highway"

Louisville is situated both on "The Dixie Highway" and "The Midland Trail" and consequently is a mecca for tourists by automobile. About 100 miles from the city and accessible either by rail or automobile is Mammoth Cave, one of the Eight Wonders of the World. The national memorial to Abraham Lincoln, housing the martyred president's birth cabin, is near Hodgenville, on the Illinois Central, and a scant sixty miles from the chief city in Kentucky. The far-famed Bluegrass Region comes to the very door yard of the city, as it were, and can be toured in a day from this point, while French Lick Springs, known the world over, is but a ride of some four hours through beautiful Indiana scenery.

Sister Cities in Indiana

New Albany and Jeffersonville, on the Indiana side of the Ohio, are so closely linked with Louisville that no description of the latter would be complete without including these cities. The government's largest Quartermaster's Depot is located in Jeffersonville at the junc-

tion of three trunk lines, and it occupies acres of solid buildings and houses army equipment valued at millions of dollars.

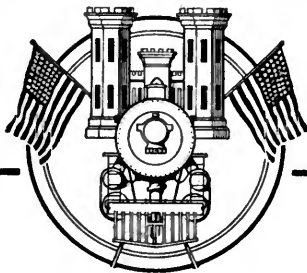
The three bridges connecting Louisville with her Indiana sisters maintain a permanent and certain gateway between the North and the South. Many of the other gateways between the two sections are automatically closed during high floods, but in the highest floods that have ever visited the Ohio River, communication has never been cut off by reason of the Louisville, New Albany and Jeffersonville gateway.

The great Howard Ship Yards, which build boats for every part of the world, are located just across the river from Louisville, and both New Albany and Jeffersonville possess many large factories.

About 8,000 residents of the two Indiana cities are employed permanently in Louisville, and a large number of citizens of Louisville maintain summer homes, and many of them permanent homes, on the north side of the river.

The three cities are connected by the Louisville and Southern Indiana Traction Company interurban lines and the "Big Red Car" has become a familiar figure in each of them. This line of cars passes Glenwood Park, a beautiful natural bit of scenery lying half-way between New Albany and Jeffersonville.

MILITARY



DEPARTMENT

Letter from a Former Illinois Central Employe Now at the Front

Base Hospital No. 12, U. S. A.,
c/o General Hospital No. 18,
B. E. F., France,
August 9, 1917.

My Dear Mr. Mudge:

Many thanks for your kind letter, received at this end about ten days ago, as well as the I. C. Magazine and booklet published by the D. L. & W. R. R. Company.

The weather here for the past ten days has been of the worst variety I ever experienced and certainly was a blessing for the Fritzies during the last offensive undertaken by the Allies. It rained where we are for seven successive days and nights. We would go to bed with it raining and get up with the same downpour, and you can imagine how we felt when you take into consideration the fact that we are under canvas that is not entirely waterproof. Nothing but a brick could have withstood the water showered onto us and I consider myself pretty lucky when I think that our tent had only two or three leaks. At night all we could do was to blow out the candle, pull our shelter half over our blankets (the wet, cold, clammy things) and go to sleep thinking of how comfortable we used to be.

As you must realize, during the past week, or when the big drive was started, we were extremely busy, but between carrying stretchers, etc. (a sort of side line for me that only took up about five hours out of the twenty-four) and working extra time at the office (the last ten days of the month are our busy ones) I took occasion to go through one of the hospital trains that happen to be switched on a siding at this point. It was quite a revelation to me, and if you will just think of a most modern hospital you will get a better idea of it than if I should try to describe it. In the first place the train is made up of sixteen cars of steel construction and electric lighted throughout. Of these cars, six are used for quarters of the nurses, doctors and orderlies, kitchens, office space and supplies. Each train carries approximately forty-five orderlies, three nurses and two doctors as well as a couple of office men. In response to my request as to whether we (my two tentmates and myself) could go through this particular train, the man in charge said "Certainly," and we started right in at the end. The rear two cars are for the doctors and nurses and the first kitchen which supplies the doctors and nurses with their meals and the first four cars of patients. Next come the quarters for the orderlies and this car is similar to any of the equipment of England, it being of the compartment style. For the serious cases, the cars are open from end to end (by this I mean that there are no compartments) with one aisle down the middle of the car and beds, three deep, on either side.



1. J. MORRIS, 2. M. R. MORRIS, 3. A. B. KELLER, 4. R. F. FARRIS, 5. CHAS. E. MAHAN, 6. W. H. MELLA, 7. F. D. YOKUM,
8. C. E. ANDERSON, 9. C. M. PARVIN, 10. WM. HOOVER, 11. S. J. MORRIS, 12. J. C. BEATTY, 13. W. H. DERGERAM, 14. C. E. IN-
GRAM, 15. FRANK DE BAKER, 16. G. A. SHEEHAN.

By this arrangement thirty-six can be accommodated. In the middle of the train is the car containing the office space (the names of the wounded together with their regimental number, name of regiment, etc., are checked here as against lists received from the Casualty Clearing Station from which they are received, as well as the performance of other necessary detail work) and operating room. Of course, you understand that very few operations are made en route between the Casualty Clearing Station and the base hospital to which destined, but should a case come up where it is deemed inadvisable to wait until destination is reached they are prepared to do all cutting. For the cases that do not require constant care, the cars are of the compartment variety with six to a compartment and six compartments to a car. In all cases, wherever it is possible, one man is placed in a compartment who is able to take care of himself and at the same time be of some assistance to the other five in the compartment. At the forward end of the train is another kitchen. Electric fans are placed in all compartments, etc., the power being generated the same as on Pullman Equipment.

Of course, it is not all work here although we are running extremely short-handed and none of us get very much sleep. Reinforcements from Chicago are expected some time this month. The other day we had a band concert and I certainly wish we had the use of our cameras for the sight was one which I will never forget. Gathered around the band on all sides were the patients, they representing wounded soldiers from all parts of the world—Austria, England, France, Portugal, South Africa, Ireland, Scotland, Belgium, Jamaica, Canada, and last, but not least, as the Germans will soon find out, America. All, with the exception of the Americans, wore the hospital costume of light blue trousers and coat, white shirt with roll collar and red tie—note the red, white and blue colors. For the patients who could stand the open air but who could not walk, the orderlies carried them on stretchers to where the band was playing and gave them a parasol (Japanese) and this together with the bright warm sunshine only added to make the scene kaleidoscopic in its aspect. American ragtime was mixed in with the balance of the program and all had a very enjoyable time. It was such a success that I understand that arrangements are now under way to give us a concert at least every ten days.

We have our baseball games and get the major league results over here so you see we are not entirely lost. I have noted lately that the states are in the throes of another heat wave even severer to that of last year. I can imagine how the beaches are filled by thousands trying to keep cool. They wouldn't have much trouble doing that over here, although I am still wearing B. V. D. (an article of clothing that is unknown by the natives over here). Was on guard all last night and thought I would freeze to death for I had neglected to take any blankets with me, thinking my heavy army overcoat would suffice. Never again. Often wish I was stretched out on the forward deck of the old "Aitchpe," giving myself a sunbath after swimming.

Well, guess I'll get to work. Good-by.

Sincerely,

H. B. STRATTON.

Mr. Stratton at the time of his enlistment was employed as chief clerk to Mr. H. N. Mudge, general advertising agent, passenger department, Illinois Central Railroad Company.—Editor.

Interesting Letter from an Ex-Illinois Central Employee Who is Now a Lieutenant in the American Flying Battalion in France

Note: Young Bamrick is a son of R. P. Bamrick, now yardmaster of this company at Burnside. He is 22 years of age and during vacation periods worked for the general storekeeper and shop superintendent at Burnside. Later was employed in the Chicago postoffice. He also attended the De La Salle Institute and was for five years a member of the Naval Reserves.—Editor.

Ecole d'Aviation, Fours, France,
Indre et Loire, July 22, 1917.

My Dear Parents:

Received your letters last night when returning from flying, Father's letter mailed June 19 and mother's on June 28, so you see it takes about a month for the average mail to make the trip. When we write now the military mail is held up in Paris for ten days instead of opening, also civil mail. This gives time for any military news to grow stale and become of no direct value. This cuts down the censor's staff. So Bill is at home, so it is said. The arrival of the U. S. Army at St. Nazzaire certainly "raised Cain," as they cannot stand the idea of champagne selling at 10 francs (less than \$2.00) per quart. We were doing our stunts far off the ground when they landed. They were not near us at all, as we were in France much ahead of them. But, then, they are just regular soldiers. (Snobbishness.) We get along very well here. And as far as eats, everything is satisfactory. Breakfast at 4:15; we get coffee, bread (war), cheese, chocolate. Dinner, 10:30 a. m.; soup, salad, roast beef—never a change—beans, potatoes, bread, coffee, cherries. On Sunday same, only apple butter for bread. Supper, 4:30 p. m.; same as dinner, with cheese added attraction. Then when we return from our night's flying, we spend a franc or so in the canteen. We have hot chocolate, two fried eggs, good bread and country butter. So is our life. When we have time and spare energy, we walk, Harry and I, to a place in a village about three miles from here and get a real feed. Hope Aunt Soph is very well by now. Do not overdo yourself, mother, in the way of work. There is no reason to give a



Top row—Left to Right:—

Harry Harrell, Len Bruton, Jernigan, C. H. Hammann, Instructor M. Thienot, Del Conley, arrow indicates Edw. J. Bamrick, French Mechanician.

Bottom row—Left to Right:—

French Mechanician, Chas. Boylan, "Speed" Manley.
Class—French Caudron No. 16.

C-2895

worried thought about me, so do not. Just write frequently, that's all. Send some candy, if you want to, but do nothing extra to make it. Best wishes to all, including visitors. Much love. Your affectionate son,

Ed.,

First Aero Detachment, U. S. Navy.

Care of P. M., New York, N. Y.

The Railroads' War Board

Special Committee on National Defense

Washington, D. C., Aug. 16, 1917.

The following statement is authorized by Fairfax Harrison, Chairman of the Railroads' War Board:

Reports just received by the Railroads' War Board show that the railroads of the country, in their co-operative effort to give to the country the greatest possible amount of freight service, have effected an extraordinary improvement in freight car supply.

These reports show that the excess of unfilled car requisitions over idle cars, or what is ordinarily but inaccurately termed car shortage, was only one-fourth as great on August 1, 1917, as on May 1, 1917.

The excess of unfilled car requisitions on May 1st was 148,627; on June 1st it was 106,649; on July 1st it was 77,682, and on August 1st it has been reduced to 33,776.

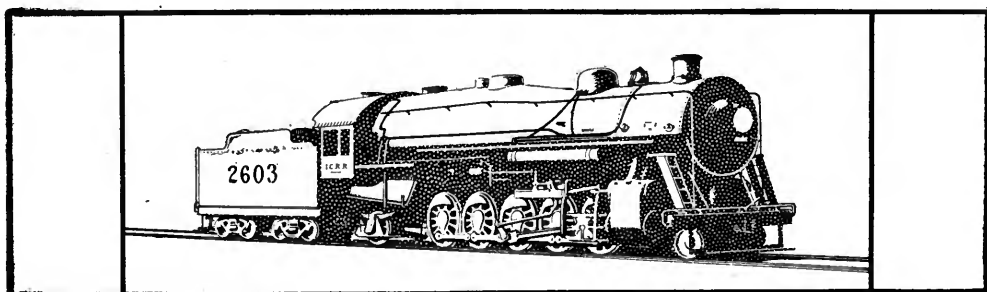
This result has been accomplished at a time when the railroads are supplying from fifteen to twenty per cent more freight service with the same number of cars than was, being given this time

last year, for the railroads handled in July a tremendous increase in both government and commercial traffic.

The movement of cantonment supplies alone occupied the full services of more than 30,000 cars. There was also an extraordinarily heavy demand for cars to transport food products, as well as materials to and from munition factories.

The result above achieved has been accomplished by co-operation with the railroads of shippers, regulating bodies and the public in general. This co-operation has made possible the extensive loading of freight cars, prompter unloading, the elimination of a large amount of unnecessary passenger train service, and an opportunity generally to utilize the railroad plant efficiently.

The aim of the railroads at the present time is to put each car to the greatest possible use, to have empty cars placed where they are most needed, to prevent overlapping and unnecessary service—in other words, to make the entire railroad system of the United States the most effective possible transportation agency in winning this war.





Draw Bridge Over New Basin Canal at New Orleans

S. F. Gear, Chief Draftsman, Bridge Department

THE Illinois Central and Yazoo & Mississippi Valley railroads own a large tract of land at New Orleans which is being gradually developed into an immense terminal for the handling and storing of local freight. This is known as the Poydras Yard Terminal. Four concrete freight houses have been built and a number of old brick warehouses are still in use for storage. The facilities also include a grain elevator and team tracks.

The only entrance to this terminal is a single track crossing New Basin Canal near Broad Street. This track was originally the main line of the Y. & M. V. before the present Union Station was built.

The New Basin Canal is a ship canal connecting the shipping basin just east of the Union Station with Lake Pontchartrain. The passing ships and boats require the bridges to be opened on an average of about twelve times per day.

The old bridge at this point consisted of a swing span supported on timber pile piers and was turned by hand. Figure No. 1 shows a picture of the old span. This span was built in 1882-3 and was designed for very light traffic. This required that all switching in Poydras Yard be handled by light engines, and in 1914 it was decided to put in a heavy span suitable for present conditions.

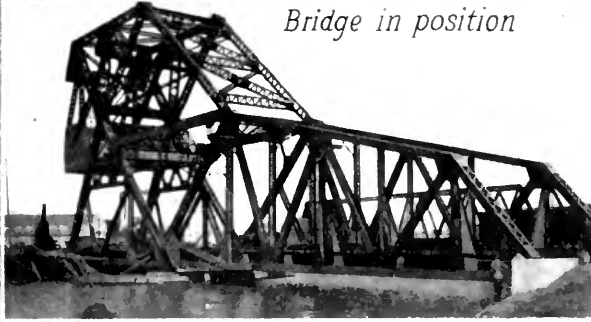
The type of span adopted is technically known as the Strauss Trunnion Bascule Bridge, patented by the Strauss Bascule Bridge Company. The steel work is a

duplicate of the span erected at Galena the year before.

On account of the heavy traffic in the canal it was necessary to change the location so that the new bridge could be built without interfering with the operation of the old bridge.

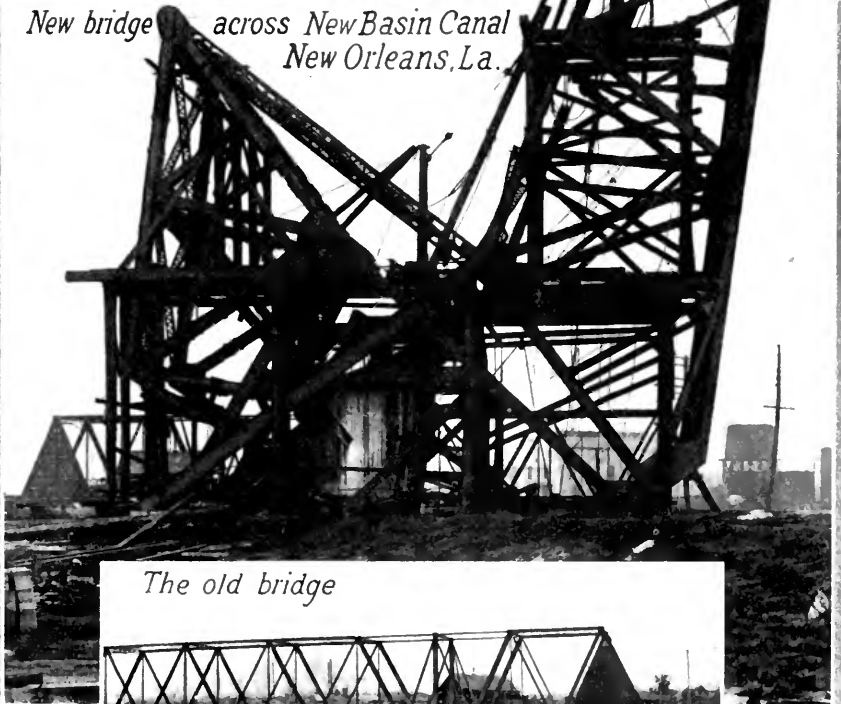
The foundations consist of two concrete abutments and one pier, the greater portion of the load being carried on the pier. On account of the steel being so close to the water, the amount of concrete was comparatively small, but considerable difficulty was experienced in keeping water out of the excavations. The main pier was carried to a depth of 16.5 feet below the water line and is carried on sixty-three timber piles 50 ft. long. The greatest difficulty was experienced in putting in the west abutment, which was carried 15.5 feet below the water line or about 20 feet below the ground, this abutment being in the bank. On account of encountering quick sand the sheathing failed and it was necessary to redrive a portion of it with longer sheathing. This abutment is carried on seventy-two piles, as the piles did not have as good a bearing as in the center pier. The east abutment was not carried so deep, and there was no difficulty in constructing it. The masonry work was done by the Gould Construction Company.

The steel work consists of a moving leaf over the channel, 99 ft. 3 in. long, and an anchor span of 62 ft. On ac-

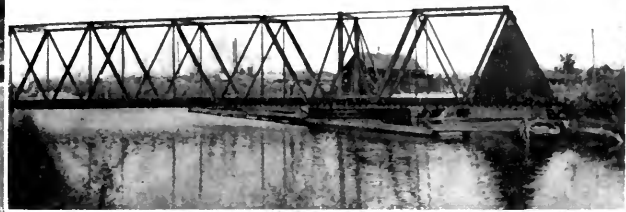


Bridge in position

*New bridge across New Basin Canal
New Orleans, La.*



The old bridge



count of crossing the canal at an angle, the clear opening for boats is only 60 ft. The moving leaf operates by rotating about the main trunnion pin directly over the pier. One of the accompanying pictures shows the completed bridge closed for the passage of trains, and another shows the bridge open during the erection.

It was necessary to erect the bridge in this position so as not to interfere with the passage of boats. All steel was erected by company gang under Foreman Perry.

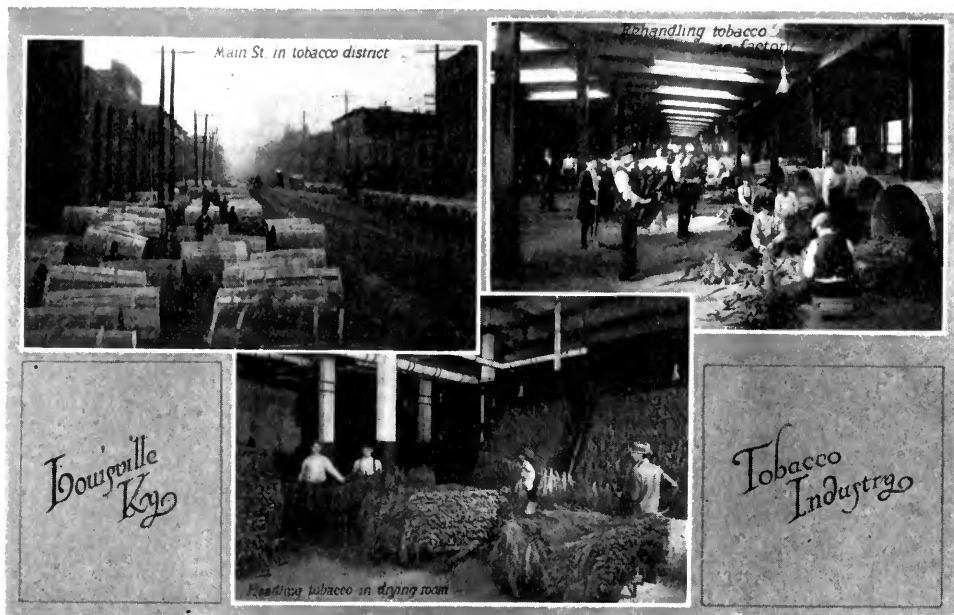
The weight of the moving leaf is counterbalanced by a large mass of concrete weighing about 250 tons. This

counterweight is suspended directly over the track and when the bridge is opened it swings down within a few inches of the rails.

The bridge may be opened or closed in three minutes. It is operated by an elec-

tric motor with power from city wires. The operating machinery was designed and installed by C. H. Norwood.

The bridge contains about 600 tons of steel and the total cost was about \$70,000.00.



**LETTER OF THANKS FOR TREATMENT RECEIVED AT THE HANDS OF
CONDUCTOR A. N. WAKEFIELD, TOGETHER WITH SUPER-
INTENDENT ATWILL'S REPLY.**

Sup't. W. Atwill,
Carbondale, Ill.

Kuttawa, Ky., August 16, 1917.

Dear Sir—On July 1 my little daughter left St. Louis for Kuttawa, Ky., and the train which she was on reached Paducah too late to make connection with the Kuttawa train, so she had to stay over all night in Paducah, Ky., and this letter is to inform you of the kind and courteous treatment she received at the hands of Conductor A. N. Wakefield. He took her to the hotel and cheered her up and looked after her as carefully as if she had been his own little daughter. Anything you can do for him will be greatly appreciated and I shall ever remember his kindness to my daughter. It is a pity that all conductors are not pleasant and kind to the traveling public like he is.

Wishing you success and happiness, I am,

Yours truly,
J. W. Sanders.

Carbondale, August 20, 1917.

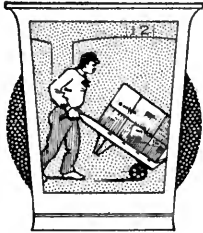
Dear Sir:
Mr. J. W. Sanders,
Kuttawa, Ky.

I wish to acknowledge receipt of your letter August 16, having reference to your little girl making trip, St. Louis to Kuttawa, Ky., reaching Paducah too late to make connection with train leaving Paducah for Kuttawa, and the kind treatment accorded your daughter by Conductor A. N. Wakefield.

As requested, your letter was referred to Conductor Wakefield for his information. In this connection, will also state that the management of this company, as well as myself, appreciate receiving letters of this kind.

Yours truly,
W. Atwill, Superintendent.

FREIGHT TRAFFIC



DEPARTMENT



Some Facts and Figures About Arkansas

By Hugh Hardin, Commercial Agent

IN the year 1682 France acquired, by right of discovery and by taking possession, an immense region in America extending from the Gulf of Mexico on the south, northward to the Canadian Line, and from the Mississippi River on the east to the Pacific Ocean on the west, and which they named Louisiana in honor of Louis XIV, then King of France. This territory was acquired by the United States from France in the year 1803, in what is known as the Louisiana Purchase. Of this territory twelve states and three territories were formed, Arkansas being one of the states.

Arkansas was admitted to the Union June 15th, 1836. The state covers an area of 52,000 square miles. It is situated in the center of the continent and in the heart of the Mississippi Valley. Its surface is in places low and level, in others hilly and in others extremely rough and mountainous. Along the southern and eastern borders it has an elevation of about 281 feet above the Gulf of Mexico, and along the northern boundary it has an elevation of 2,340 feet. The highest point between the Rockies and Alleghenies is Mount Magazine, in Logan County, Arkansas.

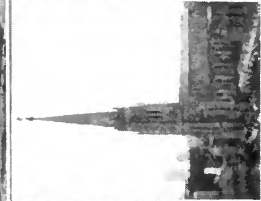
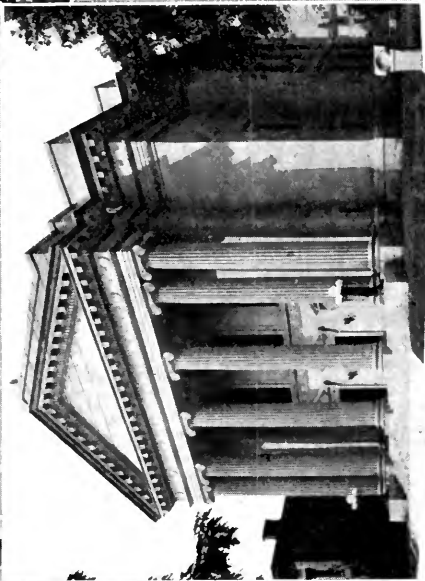
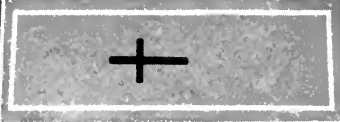
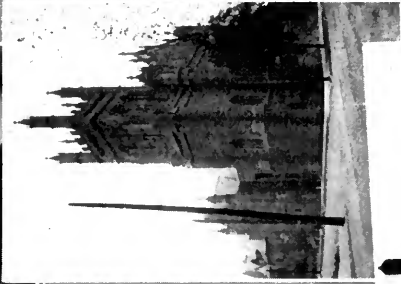
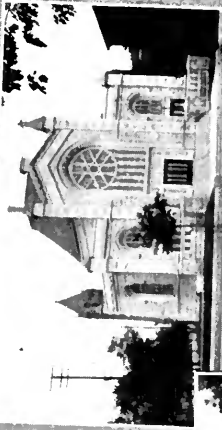
Little Rock, the capital, is located about the center of the state, on the Arkansas River. Its population is about 80,000. Little Rock was named by De Soto and his band of explorers, who on

their journey from the Gulf of Mexico up the Mississippi River, thence up the Arkansas, saw no rocks until they reached a point on the Arkansas River near which the City of Little Rock was afterward built. The other principal cities in the state in the order named are Ft. Smith, Pine Bluff, Hot Springs, Helena and Texarkana.

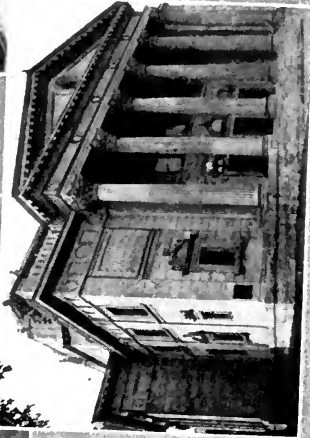
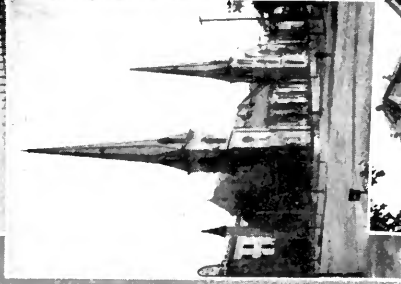
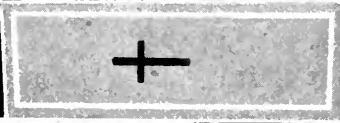
Hot Springs, Arkansas, is famous the world over for its wonderful medicinal waters and from a climatic standpoint; the Hot Springs could not have been more advantageously situated, as they are removed from all extremes and northern visitors find there a sure escape from the severities of their winters, while the summer heat is tempered by an elevation of 1,000 feet above sea level.

The differences in latitude, longitude and altitude give Arkansas as great a variety of climate and soil formations as are found in any state in the Union. This variety of soil and climate has made of Arkansas a state that is not dependent upon any other state or country. It would be possible to supply the needs of the inhabitants of this state from products of Arkansas soil or factory without the aid of outside sources. This is due to the great variety of crops that can be raised in Arkansas and the other developed and undeveloped natural and artificial advantages.

The mineral resources of Arkansas are worthy of more than passing notice,



Churches, Louisville Ky.



and while developed to some extent, the development has not been complete by any means. Arkansas is one of the wealthiest states in the Union in mineral resources. In fact, Prof. Jno. C. Branner, who made the original geological survey in the state, is quoted as saying that Arkansas is the richest state in mineral resources of commercial value of any state in the Union, not excepting the state of Pennsylvania. She has by far greater value in her mineral resources undeveloped than those developed. The following minerals are now being mined profitably in the state: Manganese, lead, zinc, marble, tripoli, diamonds, granite, clay, Fuller's earth, phosphates, coal and Bauxite. It has been stated that the zinc mined in Arkansas is the best grade of metallic zinc found in the United States. Arkansas coal has been specified a number of times for use in the United States Navy, and more than a million tons are mined annually.

Arkansas is the only diamond producing state in the Union. In fact, the diamond mines in Pike County, near Murfreesboro, Arkansas, are the only known diamond mines of value in North America. The diamonds found in this state have stood the test and have been pronounced by recognized authority as equal or superior in quality to any discovered in South Africa. In this field over four thousand genuine diamonds have been mined to date.

Aluminum ore (Bauxite) is one of the principal ores mined in Arkansas. The deposits developed lie in Saline and Pulaski counties, only a short distance from Little Rock. The American Bauxite Company is the owner of the largest deposits, and is engaged in mining the ore and shipping it out for purposes of manufacture. This company also operates a railroad about three and one-half miles long in connection with its mining interests, which is known as the Bauxite & Northern, and which connects with the Rock Island at Gibbons, Arkansas, and with the Iron Mountain at Bauxite Junction, Arkansas.

Arkansas is one of the few states which still have large areas of commercial forest awaiting utilization. There

are 1,751 establishments manufacturing lumber products in the state, which furnish employment to about thirty-five thousand wage earners. Their annual output is approximately two billion feet, or five percent of the total for the United States. The total lumber production of Arkansas is only surpassed by three states—Washington, Louisiana and Mississippi. In cut of red gum and hickory Arkansas ranks first, producing one-third of the total amount of red gum for this entire country. Lumbering began in the state on a small scale a century ago, and cutting has gone on ever since. Systematic lumbering in Arkansas, however, is comparatively recent and the State is today one of the richest in lumber resources. Sixty of the 100 kinds of trees in Arkansas are cut and sold; not more than one-half, however, are commonly distinguished as separate species in the regions where they are cut. Arkansas furnishes one-tenth of the hardwood of the world and is seventh in the production of yellow pine. There are also fifty million feet of cypress cut in Arkansas annually.

As to agricultural resources of the State, any southern crop can be successfully grown in almost any part of Arkansas and live stock and poultry raising are numbered among the State's most successful industries.

Benton and Washington are the two largest apple growing counties in the United States and the largest peach orchard in the world, (6,000 acres in one orchard), is in Pike County. This County also produces a very superior grade of cantaloupes, which are said to be equal to the famous Colorado product.

Arkansas strawberries are becoming better known every year in the eastern markets and last year hundreds of cars were shipped from this State.

Arkansas is a land of double crops. Almost always two and sometimes three crops can be obtained from the same land each year.

Arkansas rice ranks high in quality and yield and this comparatively new crop is reaching large proportions. The estimated acreage of the crop this year is

110,000, and the average yield is fifty bushels per acre. The average cost of production of rice per acre is \$25.00, and the average amount received by the farmer per acre is \$50.00. This average cost of production includes every expense, from the first plowing to delivering the rice to the mill. Rice is grown principally in the prairie counties of the State—Arkansas, Lonoke, Prairie and Monroe Counties; however, twenty-six counties in Arkansas produce rice. There are at present six large rice mills in the State which are operating day and night.

Arkansas is fifth in cotton raising.

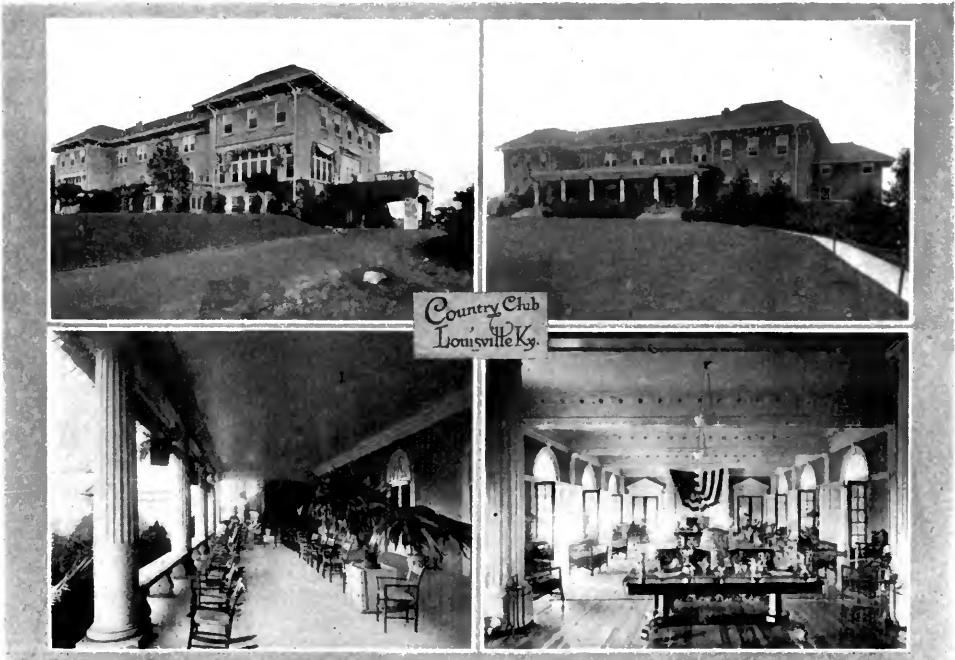
Only about 15 percent of Arkansas land is enclosed by fences.

The average value of all farm property per farm is \$1,900.00, 85 percent increase in a decade, and the average value of land per acre in Arkansas is \$14.13, an increase of 123.6 percent in the last decade.

The first railroads were chartered in this State between 1850 and 1860. In 1858 the first railroad was built. It was part of which was afterwards the Little Rock and Memphis Railroad, and which is now a part of the Rock Island Sys-

tem. The first section was built from Memphis, Tennessee to Madison, Ark.; the second section from Little Rock to De Valls Bluff. The Middle section, from Madison to De Valls Bluff was not built until many years later. The intermediate distance was covered by stage coach or by steamboats from Memphis down the Mississippi and up the White River to De Valls Bluff. Surveys were made for the Cairo & Fulton Railroad, now a part of the Iron Mountain, but no part of it was constructed in Arkansas before 1860. Today there are fifty-four regularly chartered railroads operating in all through the State of Arkansas.

The importance of Arkansas to the Illinois Central and The Yazoo & Mississippi Valley Railroads from a traffic standpoint can be readily seen by a glance at the map. With their splendid geographical situation and gateways at Memphis, Gale and East St. Louis we are in position to handle all kinds of Arkansas traffic, and render excellent transportation service to and from almost any point in the wide territory we serve.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Conserve the Food Supply

THE following instructions as to what the private citizen can do towards winning the war through the conservation of food and fuel have been formulated by Mr. Herbert Hoover, United States Food Administrator. Each individual should take it under himself to economize on foodstuffs in order that the necessary economy may result.

SAVE THE MEAT. Beef, mutton or pork should not be eaten more than once daily. Use freely of vegetables and fish. When meat is served, care should be taken to serve smaller portions, and boiled meats are to be recommended instead of steaks. Made-dishes should be prepared from all "left-overs." If these things are carefully followed, there will be meat enough for everyone at a reasonable price. Today we are killing dairy cows and female calves as a result of the high prices offered. If each person saved one ounce of meat each day, we would have an additional supply equal to 2,200,000 cattle. Therefore, eat less and eat no young meat.

SAVE THE WHEAT. Have one wheatless meal a day. Use corn, oatmeal, rye or barley bread and non-wheat breakfast foods. Order bread 24 hours in advance of your requiring so that your baker will not bake beyond his means. Cut the loaf on the table and cut it only as required. Use the stale bread for cooking, toast, etc. Eat less cake and less pastry. Our wheat harvest is far below normal. If each person saves one pound of wheat flour weekly, that would

mean 150,000,000 more bushels of wheat for the allies to mix in their bread. This will help to save democracy.

SAVE THE MILK. The children must have milk, especially very young children. Use every drop. Use buttermilk and sour milk for cooking and making cottage cheese. Use less cream.

SAVE THE FATS. The United States is the world's greatest fat wasters. Fat is food. Butter is essential for the growth and health of children. Use butter on the table as usual, but not in cooking; other fats are as good. Reduce use of fried foods. Save daily one-third ounce of animal fats. Soap contains fats, so do not waste it. Make your own washing soap out of the fats that you save. If you use one-third ounce less of animal fats per day, 375,000 tons will be saved yearly.

SAVE THE SUGAR. Sugar is scarcer. We use three times as much per person as our allies. In order that there may be enough for all at a reasonable price, use less candy and sweet drinks. Do not stint on the sugar in putting up fruits and jams, for they will save butter. If everyone in America saves one ounce of sugar daily it would mean 1,100,000 tons for the year.

SAVE THE FUEL. Coal comes from a distance. Our railroads are overburdened by hauling war material. Help relieve them by burning fewer fires. Use wood when you can get it.

USE THE PERISHABLE FOODS. Fruit and vegetables we have in abundance. As a nation, we eat too little

green stuffs. Double their use and improve your health. Store potatoes and other roots properly and they will keep. Begin now to can or dry all surplus garden products.

USE LOCAL SUPPLIES. Patronize your local producer. Distance means money. Buy perishable food from the neighborhood nearest you and thus save transportation as well as food.

GENERAL RULES.

Buy less; serve smaller portions.

Preach the "Gospel of the Clean Plate."

Don't eat a fourth meal.

Don't limit the plain food of growing children.

Watch out for the wastes in the community.

Full garbage pails in America mean empty dinner pails in Europe and America.

If the more fortunate of our people will avoid waste and eat no more than they need, the high cost of living problem of the less fortunate will be solved.

Kitchen economy is one of the most important things to be practiced and carefully followed at this time. Here are a few valuable suggestions for housewives:

Don't throw out any left-overs that can be reheated or combined with other foods to make palatable and nourishing dishes. Every bit of uneaten cereal can be used to thicken soups or gravy. Stale bread can be used as a basis for many attractive meat dishes, hot breads and desserts.

Every ounce of skimmed or whole milk contains nourishment. Use every drop, either to drink or to add to cereals, soups, sauces and other foods.

Sour milk and butter-milk are valuable in many kinds of cooking. Do not waste any. Every bit of fish or meat left over can be combined with vegetables or cereals for making fish and meat pies, meat cakes, and to add flavor and food value to other dishes. Every bit of clean fat trimmed from meat and every spoonful of drippings and every bit of meat that rises when meat is boiling can be clarified and used. Don't fatten your garbage pail at the expense of your bank account.

Valuable food and flavoring get into the water in which rice and many other vegetables are cooked. Use such waters for soup making. Careless paring of fruits and vegetables means waste.

The following excellent advice was recently formulated by the Bureau of Home Economics of the New York Association for improving the conditions of the poor:

1. Spend from one-fourth to one-third of your money for bread, cereals, macaroni and rice.

2. Buy at least from one-third to one-half a quart of milk a day for each member of the family.

3. Spend as much for vegetables and fruits together as you do for milk. If you use half a quart of milk for each member of the family, this may not always be possible. Then spend as much for vegetables and fruit as a third of a quart of milk a day would amount to.

4. Spend not more for meat and eggs than for vegetables and fruit. Meat and eggs may be decreased with less harm than any of the other foods mentioned. The amount spent for meat may decrease as the amount spent for milk increases.

WE HEARTILY CONCUR IN THESE RECOMMENDATIONS.



Accounting Department

Car Accounting

The object of this article explaining in detail some of the work of the Car Accountant's Office will be to interest those to whom we must look for reports from which to compile statistics and to furnish information to the shipping public covering the movement of traffic in which they have a vital interest, and to endeavor to impress upon agents, conductors and others concerned the fact that if sufficient care is taken in compiling their reports it will eliminate almost all the present correspondence relative to errors in interchange reports and conductors' wheel reports.

Figures to the average reader are dull and uninteresting, if indeed not absolutely tiresome, but in order to give some idea of the work performed in this office, figures will be resorted to from time to time.

To illustrate:

Approximately 1,500 pieces of mail are dispatched from this office daily, which require about 300 envelopes. These envelopes must be addressed and each piece of mail folded and inserted and envelopes sealed. More than 1,200 pieces of mail aside from conductors' wheel reports and agents' interchange reports are received daily. This means more than 1,000 envelopes to open and mail sorted and distributed to the various desks. Approximately 2,000 conductors' wheel reports and 1,500 agents interchange reports are received daily. These must be taken from envelopes, and sorted, the wheelage reports according to district number for convenience in securing information which can be secured only from these reports. Of the wheel reports about 1,200 represent operation of freight trains and show in connection with other information the numbers and initials of cars handled, whether loaded or empty, the points

from and to which handled and the date handled.

In connection with each report is a narrow sheet showing in duplicate the information outlined which sheet is detached from the report immediately upon receipt by the Division Superintendent and forwarded to this office. These sheets are then passed to the sorting bureau.

Agents' interchange reports of our cars delivered to connecting lines should be plainly written, care being taken to write only between lines in spaces provided for car number, initial and other information on the pink and yellow sheets, (sheets 1 and 2 of form 21-B) for when received in this office they go to the sorting bureau and are assembled in lots of from 50 to 100 and cut into individual slips, each slip representing one car. The narrow sheets from conductors' wheel reports are cut in the same manner and these slips, or tags are sorted. The first sorters separating I. C. cars from foreign railroad cars. The second sorters then sort I. C. cars numerically and foreign railroad cars according to owning road. The tags are then passed to the car record bureau, where is recorded the running record of all freight equipment. It is just as essential for agents to see that the yellow sheets covering cars received from connection lines are made out properly and carefully checked to ascertain if they received all cars handled. The reports of cars received from connecting lines who do not use the (cut up) system of interchange reports are passed to the typists, who transcribe the records on tags, similar to those into which the delivery reports and subdivided sheets of the freight wheel reports are cut, showing initial, car number, date, point of receipt and

road from which received. These tags are then sorted by the sorting bureau. This bureau sorts, and transmits to the record bureau, approximately 75,000 tags per day.

The top sheets of the interchange reports go next to the interchange desk, where they are recorded by road, junc-

and requests by the management. The reports are then filed according to station and road.

It is doubtful if the agents realize the importance of these reports. The mere fact that the I. C. C. requires so much information based upon them should be sufficient reason for their knowing that



Residential District, Louisville, Ky.



tion point, sheet number and date received. This desk also records the number of I. C., foreign railroad and private line cars and the total number of loaded and empty cars delivered and received each day, and compiles various statements based on interchange reports to meet certain I. C. C. requirements

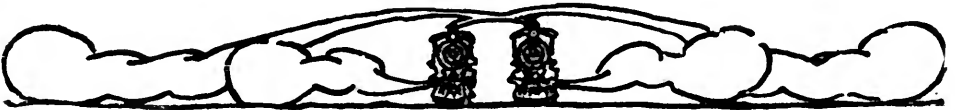
they are absolutely correct. The I. C. C. has a purpose in asking for this information and with the information as a basis it enacts laws which govern the operation of the railroads. Any erroneous information might be very damaging or even disastrous, so too much cannot be said or done towards perfecting agents'.

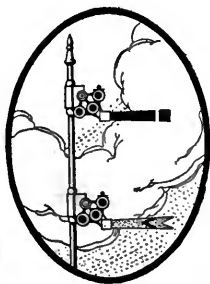
interchange reports. A too common error made by agents is in correcting the top sheet, or any one of the sheets and not making corresponding corrections on all of the six copies which gives connecting lines and this office different records, thus again causing confusion when we are making our payments to foreign railroads for per diem earned by their cars while on our rails and checking up our own cars to see that we receive all per diem due. These errors and omissions in reports cause the agents to be burdened with tracers which could be avoided in a great many instances if the party making up or checking these interchange reports would exercise a little more care. The elimination of these tracers would effect a saving in time, labor and expense in this office also and there would thus be obtained a step along the road towards efficiency.

What has been said about the interchange reports will apply to the conductors' reports of both freight and passenger trains. Quite frequently the conductor will list the car number correctly, but will show all the cars as I. C. cars when they should appear as foreign railroad cars; and when they set out a number of cars at a junction point they not infrequently show them as going thru to the end of the line which confuses our records and makes it impossible to give correct and prompt information to shippers or consignees; and one of the surest means of pleasing a shipper or consignee is to give promptly information sought, while the inability to give this information will have precisely the reverse effect, and it is an acknowledged fact that a pleased, satisfied customer is the best possible ad or recommendation.

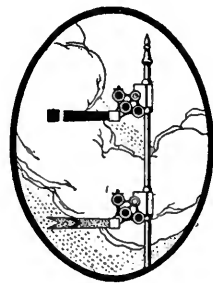
Another report which is of vital importance to our records is one made out by all agents on the last day of each month on form 19 showing all cars on hand at all stations at that date. No matter what class of equipment it is or if it has been included in previous reports, it should be shown as on hand so that we can enter the information in our record books; this enables us to check up I. C. equipment and also to pay all per diem due to owners of foreign railroad cars on our rails up to the last of the month.

What is needed more than anything else, perhaps is closer co-operation between this office and the various offices along the line. By offices along the line is meant not only the agents, but Division Superintendents and all who report directly to them. What we must do is explain to them clearly and courteously, what we want and why we want it, bringing them to a full realization of the importance of their reports to us. Make them see that the welfare, or perhaps even the existence of the road, and surely its prosperity depends in a great measure upon their reports to the various offices. If we could do this there will be closer harmony and co-operation, or as they say in football and baseball games, **TEAM WORK**. The individual ball player may play a very brilliant game individually, but if he does not play in harmony with the other members of the team, ten to one his team will play a losing game; but when each player watches all his teammates and plays into their hands ten to one, this team will win, and teamwork will apply to the employes of the railroad company just as to the members of the ball team.





SAFETY FIRST



Pointed Paragraphs

From Various Magazines and Bulletins

“It is important to protect property; it is more important to protect life.”

“Better a year too early than a minute too late.”

“Carelessness is the short cut to the grave.”

“The safety movement is not a theory, it is a crusade.”

“Under the safety flag all men are allies.”

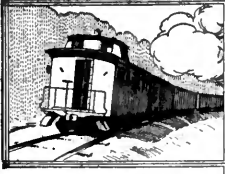
“Safety is the corner stone of efficiency.”

“A bed at home is worth two in the hospital; careful men keep clear of accidents.”

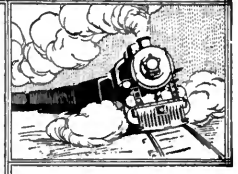
“Do not take short cuts through dangerous places; take time to be safe.”

“Let one accident prevent another: profit by the experience of others.”

“Safety First means a clear mind, steady hand and quick action in emergencies.”



TRANSPORTATION DEPARTMENT



Help Win the War at Home

By H. Battisfore

AT this moment, because of the participation of our Country in the world war, our management is confronted by a most appalling responsibility, which I believe is fairly well understood and appreciated by the rank and file of railroad men, or at least by those who have kept themselves informed of the momentous events that have transpired in rapid succession since the advent of the present year, and each of us is duty bound to decide what part he is willing to assume in support of our company in the performance of the arduous task assigned it. I do not believe the confidence reposed by the government in the railroads, as indicated from the many expressions emanating from those in authority, will have been misplaced.

Are we willing to share the responsibility of our management? Are we doing our utmost to help win the war, or are we depending upon some less timid soul to win it for us? It is not necessary that we wear a uniform and carry a gun to do our part, but for all who feel that they owe a duty to the glorious land that has bred and nourished them, there is ample opportunity in these soul stirring times to afford outlet for the surgings of the red blood that courses in the veins of all who are not "slackers," and it is indeed fortunate that few of this type of the species "homme" have found their way into the ranks of the great railroad army.

Few of us are unfamiliar with the stirring appeal made by our President for the undivided support of the rail-

roads and their employes to bring to a successful and honorable consummation the most stupendous undertaking in which our country has ever engaged. Further, few railroad men have failed to grasp the full import of the President's words, and with usual alert intelligence, realize to the utmost to what extent success or failure is dependent upon the efficient and continuous operation of all lines of transport. It remains, then, for all of us, regardless of our own inclinations or personal comfort, to consider well and seriously in what manner we can best serve the interests of our country and hold up the arm of our President, an arm on which hangs, as by a thread, the fate of a planet, the happiness or woe of all humanity, the freedom or slavery of a world seemingly gone mad. The responsibility seems beyond human endurance to bear, but we each and every one must share it, and woe to him who by any act of omission or commission shall sever the thread at the end of which our fate and the fate of posterity is suspended. Let us take counsel together and see if we are doing all we can humanly do to make our link in the transportation chain as perfect as it must be to insure against failure of any part of the plans laid out by those who are accountable to history for their deeds. Although not in uniform, or under martial control, are we not to be held to strict accountability by our consciences for performing to the best of our ability and to the extent of our intelligence our full duty as a soldier of the transportation reserve, equally as will the gallant boys at the front

be held responsible for their deeds by the authorities into whose charge they have been given?

This condition into which we have been trust against our will and inclinations, however abhorrent and regrettable, must be met in a manner as deemed expedient by those whom we have selected to guide us, and our part is the part of a good soldier. Therefore, let us do our utmost, regardless of the inconvenience to ourselves or the discomfort and sacrifice it may entail, to fulfill our destiny in a manner befitting our citizenship in a country that is an example for all nations to aspire to equal and that will be the source of pride and a sense of gratitude to posterity.

How many of us, since the fateful fourth of April, when we struck back at the hand that had maligned and persecuted us for almost three years, can truthfully say that we have done all that we could and should have done in the performance of our everyday duties to promote the cause for which we are fighting? Has none of us through carelessness or neglect been responsible, consciously or unconsciously, for some failure in the plans carefully made by our government, for executing our part of the responsibilities assumed when we undertook to become an active partner with the other nations battling for the freedom of the world? As we have been repeatedly told by those in a position to know, the successful outcome of our struggle is dependent more than anything else upon the exercise of severe and rigid economy by all the people, and the railroad fraternity, perhaps, are better situated than any other considerable class or organization to render assistance in this respect, because of the vast amount of property and supplies of all descriptions that passes daily through our hands, and we should not fall into the error of assuming that in making his appeal for economy, the President had in mind economy only as applied to our personal or domestic affairs, but beyond a doubt what he had in mind was a concerted movement for the conservation of our resources, to the end that when the

final test of endurance comes, we shall so far overbalance the resources of our opponents that the decision will not long be in doubt. Therefore, we must all constantly be on the alert to eliminate waste of any description, and there is a splendid opportunity in this field for all classes of railroad employes, if we will only look about us, with our eyes and ears open, to take advantage of the many conditions confronting us each day and hour we are engaged in the discharge of our duties.

We shall first consider the trackmen, who at first thought we may believe have very little opportunity for the exercise of any economical inclinations they may possess. Nevertheless, each man engaged in track service is in position to save almost as much as his wages amount to each month by eliminating waste of materials, particularly those of metallurgical origin, passing through his hands monthly. The same is true with respect to tools, which, unless guarded carefully, are lost or otherwise destroyed, and there is little doubt the wastage of metals in track construction and maintenance alone on the railroads of the United States, heretofore has been of such magnitude as to have provided material sufficient to furnish projectiles for a battle of the first magnitude, and it is the patriotic duty of our trackmen to eliminate this waste, at least during the period of the war, not only because of the swollen values, but in order that the materials may be available for the building of ships and the manufacture of machinery and munitions so desperately needed to combat and confound the efforts of our foes to destroy us.

Next we shall consider the part stationmen, train and enginemen, yardmen and others engaged directly in the handling of trains and cars can perform. During the six months January to June, inclusive, this year, this company paid out in settlement of claims for lost and damaged freight the enormous sum of \$411,315.15, a vast portion of which could undoubtedly have been saved by more careful handling while in process of transportation and better protection by

employes through whose hands the freight passed. Principal among the items going to make up this great sum and which it will be readily seen could have been averted, is: robbery from car or package, \$10,701.74; wrecks, \$16,527.21; improper refrigeration and ventilation, \$24,213.00; delays, \$31,701.74; loss of packages, \$56,194.46; unlocated loss from package, \$13,646.60; unlocated loss bulk freight, \$20,965.12; loss account defective cars, \$82,884.72; *rough handling of cars*, \$75,191.68; unlocated damage, \$66,922.74; damage account leaky roof or sides of cars, \$15,435.54. A little thought will convince the most skeptical mind that few if any of these losses were unavoidable had each employe involved in the handling of the many shipments on which claims were filed performed his work as he to a certainty knew that it should be performed. The losses enumerated above do not by a long cry cover all the wastage, as to the item of wrecks must be added the damage to equipment, which for the month of July alone amounted on Northern Lines to \$15,428.08, and practically all the other items mentioned likewise have correlated amounts representing losses which follow as a natural sequence the payment of lost and damaged freight claims, not the least of which is the withdrawal of business from our lines, because of dissatisfied patrons whose property we have lost, broken up or destroyed, causing them also an endless train of loss, inconvenience and dissatisfied customers.

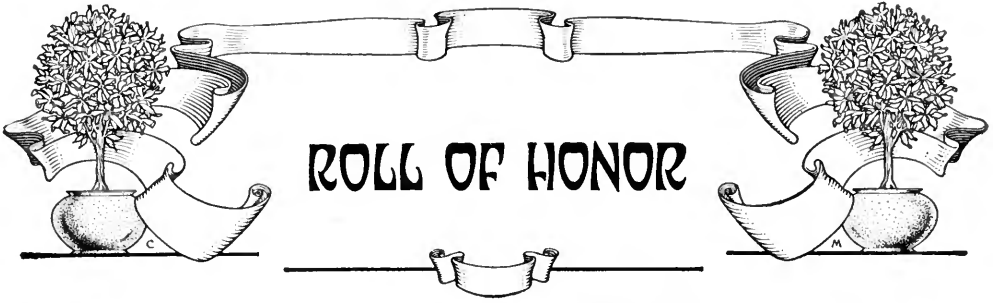
A few of the means we may employ to eliminate the enormous wastage of which we are guilty, and thus assist our country's resources in its hour of need are:

For car inspectors, trainmen and enginemen, as well as other employes who have an opportunity to observe passing trains, to scrutinize all equipment in trains more closely than ever before to discover any defects that if permitted to go may in time cause a serious wreck.

for which there has been no better preventive found than careful and painstaking inspection. The next important step is to handle all freight entrusted to our charge carefully and in such a manner as to avoid damage and protect it to prevent pilferage.

Conserve freight equipment by insisting that all cars be loaded to full capacity, refusing to accept orders for less than full carloads. Have billing furnished promptly and see that it remains with the shipment to destination, thus avoiding delays awaiting revenue billing at junction points or destination, and see that all necessary documents necessary for export freight accompany the consignments. Don't permit cars to be used as storage warehouses, either for revenue freight or for company material, and if you require assistance to prevent this, take up by wire with your immediate superior. Persuade shippers to avoid reconsignment of freight in transit when possible to do so, as this practice is one serious cause of delay to equipment. Enlist the co-operation of our patrons to insure prompt loading and unloading of cars; they have intelligence, and when the importance of the matter is explained to them, they will be as anxious to show their patriotism as we are.

There are a multitude of other phases of this important question that will occur to all of us if we but permit our minds to dwell upon it seriously, and with the idea in mind that we must in some manner "do our bit," even though we cannot go to Europe to do it, as have some of our more fortunate associates and co-workers, let us resolve that after the victory has been won by the Home Guards, no less than by those who have gone to the trenches, it shall not be said we had no part in the accomplishment of the most laudable and unselfish ambition for which any nation has ever sacrificed its sons and daughters and stakes its all, i. e., to make all peoples free.



CHARLES CARNEY

EX-SUPERVISOR Charles Carney, who was retired August 1, was born at North Dixon on the right of way May 27, 1855. Mr. Carney went to work as a tool boy, taking care of tools for stone cutters under Foreman Frank Egan, in May, 1867. He worked on section as laborer during his school vacations from 1867 until 1875. During this period of Mr. Carney's services the old chair iron rail was used and Mr. Carney tells some interesting stories in regard to railroading in these early days, in which they used to relieve the rails from the track by replacing them with others temporarily while the old rail was taken to the blacksmith shop for repairs. At that time angle bars were unthought of, and the rail was joined together at the ends by means of a chair which held the rail in place by a flange on this chair.

Mr. Carney states that the present trouble of rail creeping in the track was also very serious at that time, but worse than at the present on account of the rails running out of the chairs.

Since July, 1875, Mr. Carney went to Iowa in charge of extra gang laying rail at Independence, and has been in charge of section and extra gangs until 1882, at which time he was appointed Supervisor, until December 1 of same year.

Mr. Carney was made Supervisor at Sioux City May, 1883, and remained in this position until 1889, when he was transferred to Cherokee, and in 1894 was transferred to same position at Waterloo. He was Supervisor at this



CHARLES CARNEY.

point until he was transferred to La Salle, which was March 5, 1906, which position he held until the present time.

Mr. Carney has been a very good and loyal employe, and has always taken a deep interest in his work. He commands the respect of his subordinates and superiors. We regret very much losing so loyal an employe and trust that he will remain among us for many years to come. We also wish him the best of health and good cheer.

Judge Edward Mayes

Mississippi has lost her foremost member of the bar in the death of Judge Edward Mayes, who passed away at his home on Fortification Street Thursday afternoon, in his 72nd year.

Judge Mayes was a lawyer, both by instinct and training. Had he sought honors in his profession he would have taken rank among the great jurists of America. But he seemed to prefer private practice to service on the bench, and it was as a practitioner that he achieved national distinction. Nature had wonderfully endowed him with the judicial temperament. His splendid mind seemed to infallibly find the right paths through the tortuous mazes of the law, and so profound was the respect of other lawyers for his opinions that they daily sought his advice and suggestions when handling complicated cases.

It is a fact not generally known, but very few important laws have been placed on the Mississippi statute books during the last twenty years that were not first submitted by their authors to Judge Mayes for his opinion as to their constitutionality. Advice of this character was freely given. He gave away more advice, without hope or desire for compensation, than the average lawyer is called upon to render for pay in a whole lifetime.

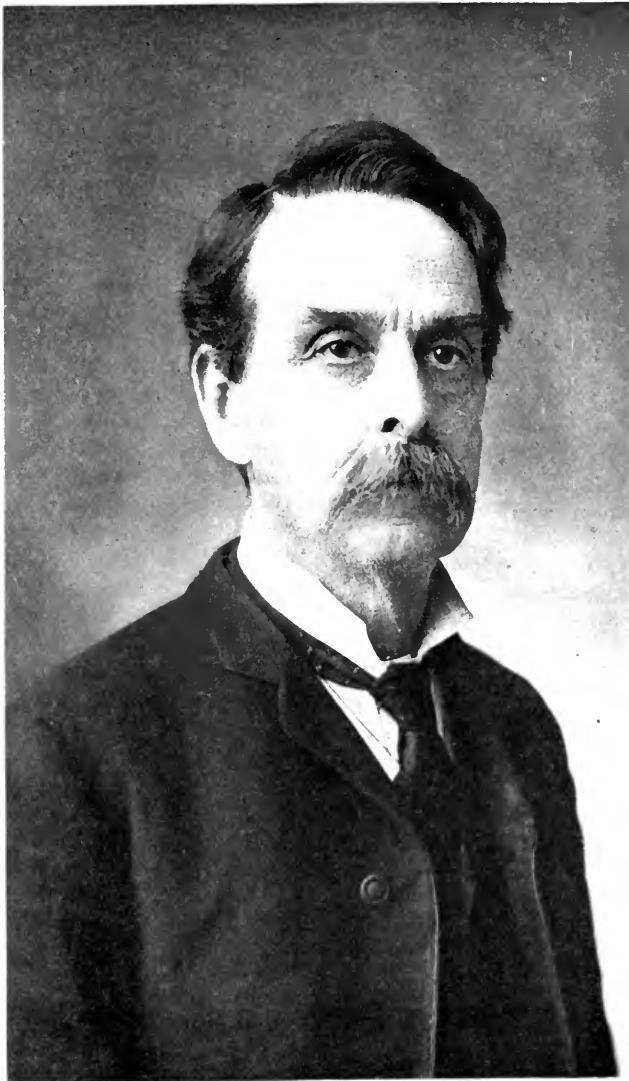
There was no love for fame in the make-up of this truly remarkable man. His modesty was hardly short of timidity. In his long and honorable career he never sought an office. The Chancellorship of the University of Mississippi was given him without the asking, and, after a thorough revision of the curriculum and administrative policy of that institution he returned to private practice. In the earlier years of his life he had ample opportunity, and many temptations, to seek political honors, but invariably passed them by. In 1905 he declined a place on the Supreme Court bench, and shortly afterwards refused

the Chancellorship of the University. The latter office was again tendered him by Governor Brewer only three years ago, and again declined.

Judge Mayes was an indefatigable worker. He realized, early in his career, that accuracy and diligence are much more necessary to a lawyer than great comprehension of mind or brilliancy of speech. Daniel Webster once remarked that "he who would be a great lawyer must first consent to become a great drudge," and it can be truly said of Judge Mayes that he never sought to gallop over the fields of law on Pegasus, nor fly across them on the wings of oratory. He observed the ethics of his profession with scrupulous exactitude. He was utterly devoid of the mischief-making, money-getting spirit which is all too common among modern practitioners of the law. In truth, the material side of the profession occupied but little of his thought. He was a true disciple of Blackstone, believing that law is a science which employs in its theory the noblest faculties of the soul, and exerts its practice in the cardinal virtues of the heart.

While he was best known as a lawyer, Judge Mayes was also a profound scholar, a man of deep learning, a thinker whose philosophy was on a firm and enduring base. In the realms of literature his range of reading went far afield. He had the true manner of the scholar, for he was without ostentation, and never sought to parade his views. Whether the question be great or small, one could gather his opinion only by inquiry. Through unremitting study he acquired the learning that makes a man fit company for himself, and a delight to his friends. And, while he mingled but little with his fellow-men, to those who had been graced with his friendship he was a never-failing source of delight, a genial, lovable, companionable gentleman.

In this troublesome period of the



JUDGE EDWARD MAYES

world's history, when millions of men are being slain each year, the dissolution of a human body is an insignificant event, but the loss of a wonderful brain is a matter of much moment. The death of Judge Mayes causes sorrow in the hearts of friends and loved ones, but the stilling of his splendid intellect is a loss to the entire commonwealth that can never be repaired.

Hundreds of Mississippi's ablest men, now holding eminent rank in their profession, or adorning the bench of our state, have sat reverently at the feet of this quiet, modest man to learn wisdom from lips that never spoke falsely and to draw inspiration from a noble character that was never vacillating or untrue. As dean of the faculty in the Millsaps law school he had trained nearly a score of classes graduated from that institution, and the influence he wielded in the lives of these young men is beyond all estimate. He gave to this work a passionate devotion, an ardor of spirit, a tireless toil and a peerless genius that cannot be measured by worldly standards of value, and the hundreds of boys who have gone out from that school to take their places in the world owe to him a debt of gratitude that can never be repaid. He gave the impulse to wave after wave of the young manhood that has passed out into the troubled sea of social and political life, and it can be truly said that he always endeavored to imbue them with the highest ethics of the legal profession, to convince them that truth is better than falsehood, honesty better than policy, and courage better than cowardice.

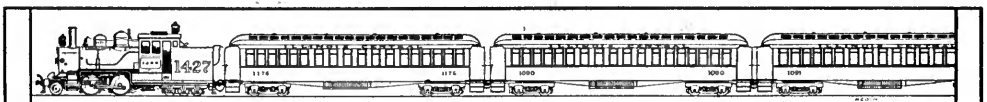
Another remarkable fact in connection

with this remarkable man was the simplicity of his faith. Despite his wide reading and broad scholarship, he was an unquestioning believer in the great verities of the Christian religion. His spiritual sensibilities were strangely acute and easily impressed. In his thinking he dealt not only with the coldly material phases of the law, but his mind invaded the realms of the unseen. He was early imbued with the spirit of the Christian religion and he carried through life the simple faith and unquestioning guilelessness of innocent childhood.

The mind of this man seemed to have been cast in a large and serious mold. To many he appeared lofty, gloomy, or abstracted, which is characteristic of any man who dwells in the higher realms of thought. He had the loneliness and sometimes the moodiness of genius. He studied and mastered great principles. Beneath the surface of facts he saw their philosophy and discovered their unerring tendency. There was no room in his mind for the smaller commonplaces of life.

It was the dying boast of Pericles that he had never made an Athenian weep, and it can be truthfully said of Judge Edward Mayes that no act of his public or private life brought reproach on his native state. As was so aptly said of his illustrious kinsman, L. Q. C. Lamar, on the day of his burial:

"In his character there was no fault which it was necessary to minimize, in his utterances no speech for which to apologize, in his life no act that requires explanation or defense." *Jackson Daily News, Jackson, Miss., Aug. 10, 1917.*



FROM THE LAW DEPARTMENT



New Laws Concerning Interstate Commerce

1. *Commission's membership increased. Members divided into several divisions. No increases in rates until January 1, 1920, without first obtaining Commission's approval.*

By an amendment to the Act to Regulate Commerce, approved August 9, 1917, being Public Act No. 38, 65th Congress, the membership of the Interstate Commerce Commission was increased from seven to nine Commissioners. Section 17 of the Act was amended so as to authorize the Commission to divide the members into as many divisions as it may deem necessary. In all proceedings before any such divisions relating to reasonableness of rates or to alleged discrimination, not less than three members shall participate in the consideration and decision; and in all proceedings relating to the valuation of railway property under the Physical Valuation Act, not less than five members shall participate in the consideration and decision. Paragraph 2 of Section 15 of the Act to Regulate Commerce was amended by adding thereto the following: "Provided further, until January 1, 1920, no increased rate, fare, charge, or classification shall be filed except after approval thereof has been secured from the Commission. Such approval may, in the discretion of the Commission, be given without formal hearing, and in such case shall not affect any subsequent proceeding relative to such rate, fare, charge, or classification."

On August 10, 1917, the Commission made the following announcement of its interpretation of the new law:

"This means that the approval of a proposed increased rate, fare, charge or classification must be secured before the tariff containing it is forwarded to the Commission for filing.

"As tariffs are at all times in transit to the Commission for filing, and in order to avoid unnecessary complications due to invalidation of such schedules, the Commission approves without hearing such increased rates, fares, charges, or classifications as may be included in tariffs which are forwarded for filing prior to August 15.

"As to increased rates, fares, charges, or classifications contained in tariffs that are issued or forwarded for filing on or after August 15, the approval of the Commission to the increased rate, fare, charge, or classification must be secured before the tariff is forwarded for filing; and as to all such tariffs that are issued on or after August 25, the title page must bear reference to the serial number and date of the Commission's approval."

2. *Persons aiding in obstructing or retarding interstate commerce are subject to fine and imprisonment. President may require carriers to give preference in transportation of shipments essential to national defense.*

On August 10, 1917, President Wilson approved Public Act No. 39, 65th Congress, reading as follows:

An Act to amend the Act to Regulate Commerce, as amended, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section one of the Act entitled "An Act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, as heretofore amended, be further amended by adding thereto the following:

"That on and after the approval of this Act any person or persons who shall, during the war in which the United States is now engaged, knowingly and willfully, by physical force or intimidation by threats of physical force obstruct or retard, or aid in obstructing or retarding, the orderly conduct or movement in the United States of interstate or foreign commerce, or the orderly make-up or movement or disposition of any train, or the movement or disposition of any locomotive, car, or other vehicle on any railroad or elsewhere in the United States engaged in interstate or foreign commerce shall be deemed guilty of a misdemeanor, and for every such offense shall be punishable by a fine of not exceeding \$100 or by imprisonment for not exceeding six months, or by both such fine and imprisonment; and the President of the United States is hereby authorized, whenever in his judgment the public interest requires, to employ the armed forces of the United States to prevent any such obstruction or retardation of the passage of the mail, or of the orderly conduct or movement of interstate or foreign commerce in any part of the United States, or of any train, locomotive, car, or other vehicle upon any railroad or elsewhere in the United States engaged in interstate or foreign commerce: *Provided*, That nothing in this section shall be construed to repeal, modify, or affect either section six or section twenty of an Act entitled 'An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes,' approved October fifteenth, nineteen hundred and fourteen.

"That during the continuance of the war in which the United States is now engaged the President is authorized, if he finds it necessary for the national defense and security, to direct that such traffic or such shipments of commodities as, in his judgment, may be essential to the national defense and security shall have preference or priority in transportation by any common carrier by railroad, water, or otherwise. He may give these directions at and for such times as he may determine, and may modify, change, suspend, or annul them, and for any such purpose he is hereby authorized to issue orders direct or through such person or persons as he may designate for the purpose or through the Interstate Commerce Commission. Officials of the United States, when so designated, shall receive no compensation for their services rendered hereunder. Persons not in the employ of the United States so designated shall receive such compensation as the President may fix. Suitable offices may be rented and all necessary expenses, including compensation of persons so designated, shall be paid as directed by the President out of funds which may have been or may be provided to meet expenditures for the national security and defense. The common carriers subject to the Act to regulate commerce or as many of them as desire so to do are hereby authorized without responsibility or liability on the part of the United States, financial or otherwise, to establish and maintain in the city of Washington during the period of the war an agency empowered by such carriers as join in the arrangement to receive on behalf of them all notice and service of such orders and directions as may be issued in accordance with this Act and service upon such agency shall be good service as to all the carriers joining in the establishment thereof. And it shall be the duty of any and all the officers, agents, or employes of such carriers by railroad or water or otherwise to obey strictly and conform promptly to such orders,

and failure knowingly and willfully to comply therewith, or to do or perform whatever is necessary to the prompt execution of such order, shall render such officers, agents, or employes guilty of a misdemeanor, and any such officer, agent or employe shall, upon conviction, be fined not more than \$5,000, or imprisoned not more than one year, or both, in the discretion of the court. For the transportation of persons or property in carrying out the orders and directions of the President, just and reasonable rates shall be fixed by the Interstate Commerce Commission; and if the transportation be for the Government of the United States, it shall be paid for currently or monthly by the Secretary of the Treasury out of any funds not otherwise appropriated. Any carrier complying with any such order or direction for preference or priority herein authorized shall be exempt from any and all provisions in existing law imposing civil or criminal pains, penalties, obligations or liabilities upon carriers by reason of giving preference or priority in compliance with such order or direction."

Approved, August 10, 1917.

Commerce Decisions

1. *Supervision of embargoes by the Commission in connection with export grain at Baltimore.* In *Baltimore Chamber of Commerce v. B. & O. R. Co.*, 15 ICC 40, opinion by Chairman Hall, the Commission said, among other things: "We cannot close our eyes, particularly in the present international situation, to the necessity of making every possible effort to move certain products, including food products, as the immediate needs, foreign and domestic, may demand. To produce food and insure its expeditious movement to the place where it is to be used may properly be regarded as a measure of national defense. We cannot look with disfavor upon any suitable plans adopted by the carriers with that commendable object in view." * * *

"Complainant requests the Commission to 'assume and exercise jurisdiction, supervision and control over the defendants in the matter of said embargoes and all other embargoes.' Our jurisdiction to determine the lawfulness of the defendants' practices, including the declaration of embargoes, is not questioned. The Act to Regulate Commerce does not inhibit the declaration of an embargo by a carrier, and the advisability or the necessity of declaring embargoes is a matter of policy to be determined in the first instance by the carrier. *Penn. R. R. vs. Puritan Coal Co.*, 237 U. S. 121, 133. Our jurisdiction is limited to determining the lawfulness of the practices in this respect and to requiring, after full hearing, the establishment and maintenance of such regulations or practices as we may find to be just, fair, and reasonable, except as that jurisdiction has been enlarged by the amendment to Section 1 of the Act, approved May 29, 1917, after the submission of this case, and therefore not here considered."

The syllabus of the report reads: "For the past two years the carriers owning export elevators at Baltimore, Md., have declared embargoes from time to time on grain for export. Two of them have adopted the practice of accepting such grain for transportation only upon assurance that a vessel will be available to receive the grain at the port. The complainant alleges that this practice is unreasonable, unjustly discriminatory, and unduly preferential; that the defendants' practice of declaring, modifying, and suspending embargoes without sufficient notice to shippers has subjected certain persons to undue prejudice; and that undue prejudice also results from the defendants' practice of embargoing shipments of grain from certain territory while contemporaneously accepting grain from other territory; Held: (1) Under the transportation conditions which have obtained for many months, and in view of those

which the existing state of war necessarily creates, a practice of accepting shipments of grain in bulk for export only upon satisfactory evidence that arrangements for its immediate exportation have been made is not inherently unreasonable or otherwise unlawful. But the practice complained of, as applied to shipments of grain in bulk to Baltimore for export, does not accomplish the results desired and unduly prefers the persons to whom permits are issued, because the use made of the permits is not adequately policed and safeguarded. If the permit practice is maintained, the defendants should submit within 60 days for our approval rules which will eliminate the unlawful features of the present practice; (2) the evidence of record with respect to embargoes on corn is too meager to warrant a definite finding as to the lawfulness of the defendants' practices in that respect; (3) the allegations that undue prejudice results from the defendants' failure to give advance notice of their embargo bulletins, and also from their practice of embargoing grain shipped from certain specified territory, are not sustained by the evidence."

2. *Car peddling. In Nebraska State Grange vs. Union Pacific R. Co.*, 45 ICC 491, opinion by Mr. Commissioner Harlan, it was held that the use by a shipper of a car upon the carrier's tracks at destination, as a place for peddling or vending to the public the carload shipment arriving in it as a service of transportation, has no sanction at common law or in the Act to Regulate Commerce; and that the mere toleration by certain carriers through a period of years of such use of their property affords no basis for a ruling that the practice has grown into a shipper's right and carrier's duty. It was further held that tariff items providing free time for unloading, and demurrage charges for a further detention of a car for that purpose, do not embrace the use of the carrier's equipment and station grounds as a place where the carload shipper may transact business with the public for his own profit; that the business of a carrier is transportation, and that its property may not be subjected against its will to a use not connected with transportation; and the Commission condemns the discrimination in according or withholding a car peddling privilege, but makes a distinction between car peddling and consolidated shipments to agents of oranges and other farmer organizations.

3. *Long and Short Haul Clause as Applied to Transcontinental Traffic.* In *Transcontinental Rates*, 46 ICC 236, the Commission held, in the reopened Fourth Section applications, that the existing water competition is a negligible factor in affecting the rates by rail between Atlantic and Pacific Coast terminals; that rates on commodities from Eastern defined territories to Pacific Coast terminals lower than the rates on like traffic to intermediate points are not justified under existing circumstances; that the present effective rates on certain specified commodities from all Eastern defined territories to the Pacific Coast terminals are not unreasonably low and are not found to have been induced by water competition; that the present effective rates on other commodities and schedules B and C found as a whole unreasonably low from the territories east of the Missouri River to Pacific Coast terminals; and that rates on barley, beans, canned goods, asphaltum, dried fruits and wine from Pacific Coast ports via rail and water routes through Galveston to the Atlantic Seaboard should be revised to accord with the requirements of the long and short haul clause of the Fourth Section of the Act to Regulate Commerce.

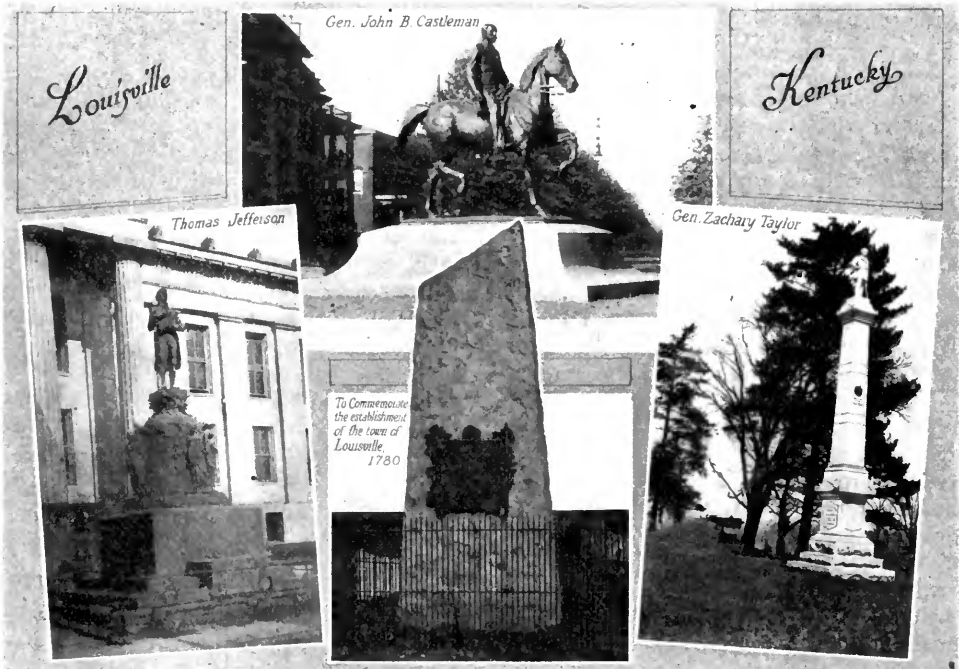
4. *Long and Short-Haul Clause as Applied to Traffic from New Orleans to Kansas City.* "Carriers engaged in transporting traffic from New Orleans, La., and Galveston, Tex., to Kansas City, Mo., Omaha, Nebr., Sioux City, Iowa, and other Missouri River cities through the territory west of the line of the Kansas City Southern Railroad, seek authority to continue lower rates on domestic and import business to the said points than rates contemporaneously in effect on like traffic to intermediate points in Kansas; Held, (1) carriers whose routes are

reasonably direct are not justified in charging higher rates to intermediate points than to Missouri River cities. Fourth Section relief denied, and (2) carriers whose lines are 15 per cent or more longer than the direct line, authorized to continue lower rates from New Orleans and Galveston to Missouri River cities than to intermediate points in Kansas."—(*Rates from New Orleans and Galveston to Missouri River Cities*, 44 ICC 727.)

5. *Defeating Interstate Rate by Use of State Rate Unlawful.* In *Kanotex Refining Co. v. A. T. & S. F. R. R. Co.*, 46 ICC 495, opinion by Mr. Commissioner Harlan, the Commission reaffirmed its holding in the original report (34 ICC 271), that it was unlawful for the complainant to bill its oil shipments to a point near the boundary of the state in which they originated, and thence to the ultimate destination in another state, for the purpose of defeating the through interstate rate.

6. *Basket Rates.* In *Merchants Basket & Box Co. v. Illinois Central R. Co.*, 45 ICC 489, the Commission held that the rate on fruit and vegetable baskets, carloads, from Grand Tower, Ill., to St. Louis has not been shown to be unreasonable or unduly prejudicial as compared with rates from Paducah to East St. Louis.

7. *Lime Rates.* In *Natchez Chamber of Commerce v. Y. & M. V. R. R. Co.*, et al, 46 ICC 60, the Commission held on July 5, 1917, that the rates on lime in carloads from producing points in Alabama, Tennessee, Georgia and Kentucky to Natchez, Miss., are not shown to be unreasonable or unduly prejudicial as compared with rates from the same and nearby points of origin to New Orleans.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

WOULD YOU LIKE TO HELP SAVE 100,000 HUMAN LIVES?

Attention is directed to the simple picture which accompanies this article. The scene is the north and southbound Illinois Central main tracks at a point one-half mile south of Villa Ridge, Ill. It will be noted that the tracks are in a deep cut at a place where there is an abrupt curvature of the roadway. High speed trains run over these tracks at this place at every hour of the day and night. There is no chance for trespassers to see the trains at any considerable distance, nor is it possible for engineers to see trespassers on the track in time to avert accidents by slowing down or stopping. Trespassing on railway tracks is responsible for an annual toll of killed and injured, which has reached staggering proportions and which is on the increase. If we were to undertake to publish in this magazine, stories concerning all the accidents occurring on the Illinois Central Lines where tres-

passers are killed and maimed, we could fill each issue of the magazine from cover to cover and there would be no room left for any other kind of reading matter. However, we have thought it might be well to give the facts in an occasional case so as to impress upon our employes and, through them, upon the public, what a deadly thing it is to trespass upon railroad tracks, particularly at points like the one described in the picture, and there are many places like that on the Illinois Central system. At the place where the cross appears in the picture, at midday on July 21st, 1917, Mrs. Bertha Johnson, age 32 years, and her 14-year-old daughter, Mildred Johnson, were killed and Carl Fritz, age 7, was maimed for life. They were on the north-bound track, walking towards Mounds. They saw a freight train coming and crossed over to the south-bound track just at the time No. 5, a high speed passenger train, rounded the curve. The little boy became confused, and realizing the danger he was in, Mrs.



Johnson and her daughter, who had stepped off the track into a place of safety, rushed to him just in time to be struck by the locomotive of No. 5. The verdict of the coroner's jury which held an inquest over the bodies of Mrs. Johnson and her daughter, exonerated the railroad company from any blame whatever for the sad accident. We have received a pathetic letter from the mother of Mrs. Johnson, reciting the fact that the untimely death of her daughter and granddaughter had left her entirely alone in the world. This heart-rending story is the story of one case of trespassing on the railroad tracks. If the thousands of cases occurring annually could all be grouped in one picture and that picture placed before the eyes of every legislator, both state and national, in the land, something might be done to prevent trespassing on railroad tracks. Why it is permitted is inexplicable. No money can be collected from the railroad company for the death of Mrs. Johnson and her daughter and the mainting of Carl Fritz. Our desire to prevent tres-

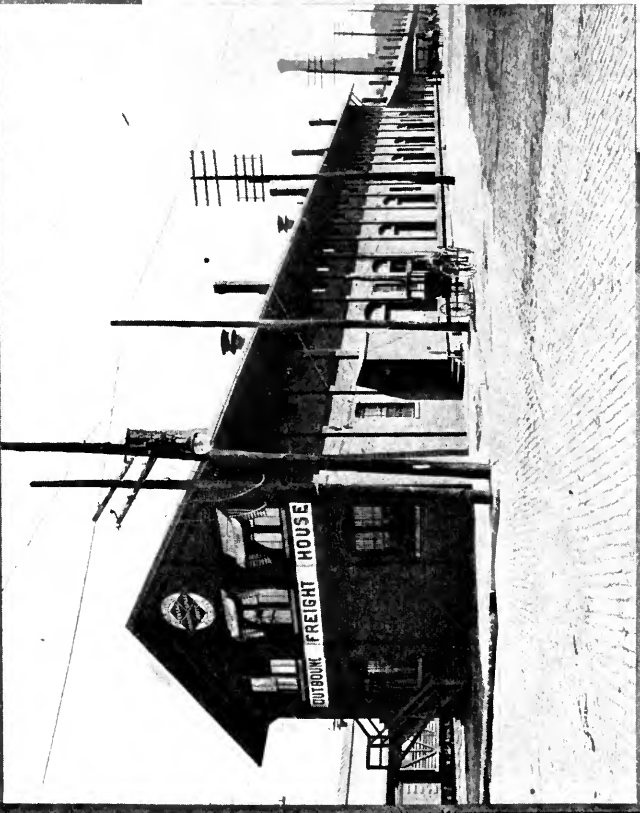
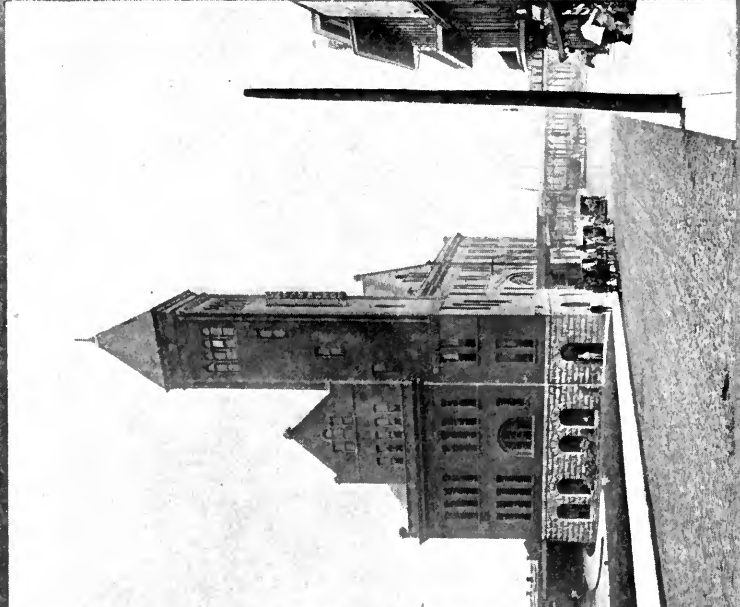
passing is not based upon saving money. It is based upon the saving of human lives. In perhaps ten, fifteen or twenty years, trespassing on railroad tracks will be prohibited but in the meantime a hundred thousand lives may be sacrificed. What a pity it is the public cannot be aroused to the importance of taking this thing in hand and doing something now. If you would like to help save 100,000 human lives, you can do so by using your influence to prevent people using the deadly railroad tracks as a public walk-way.

THE USELESS SLAUGHTER OF HUMANITY GOES ON

For a period of twenty-one days, from July 24th to August 13th, 1917, nine were killed and twenty-three were injured in automobile grade crossing accidents on the Illinois Central, as follows:

Date	Killed	Injured	Place
July 24	1	1	Aurelia, Ia.
" 27		4	Monroe, Wis.
" 27		1	Ponchatoula, La.
" 28		2	Coulterville, Ill.

ILLINOIS CENTRAL PASSENGER STATION



ILLINOIS CENTRAL
FREIGHT DEPOT

July	28	2	2	Storm Lake, Ia.
"	29		2	Tamaroa, Ill.
"	29	1	2	Belleville, Ill.
"	30		1	Champaign, Ill.
"	30		1	Green Valley, Ill.
"	30			DuQuoin, Ill.
"	31		4	Allenville, Ill.
Aug.	1		1	Water Valley, Miss.
"	8	2	1	Pomeroy, Ia.
"	10	1		Homewood, Ill.
"	11	1	1	Grayville, Ill.
"	13	1		Chicago Terminal
		9	23	

CONDUCTOR SHARP'S TACTFULNESS

Conductor E. S. Sharp, of the Y. & M. V., showed tactfulness and high efficiency in the handling of a recent case. A woman and four children boarded train No. 314 at Tchula by mistake. At the time the lady boarded the train, the flagman, whose business it was to inspect all tickets, was at the moment attending to some other duty and the conductor was at the depot registering. When Mr. Sharp found the lady and children on his train, he saw that there was nothing to do but carry them on to Greenwood, where they could be made comfortable and send them back to Tchula on train No. 313. This he did and the lady seemed perfectly satisfied. She even went so far as to say that she did not blame anybody for the mistake but herself, and while she was in that humor, Mr. Sharp thought it would be a very good time to pay her a small amount and take her full release of the company, which he did. The release was sent in to the claim department and Mr. Sharp was promptly reimbursed. If no settlement had been made by the conductor, the lady might have changed her mind about who was at fault and brought suit against the company and caused the entire train crew to waste a lot of time hanging around the court house waiting to be called as witnesses, thus interfering to that extent with increasing efficiency on the railroad. Conductor Sharp is to be commended for

the manner in which he handled this case.

COURT HOLDS PASSENGER IN AUTOMOBILE CANNOT RECOVER

The supreme courts of the various states are continuing to draw a distinction in automobile grade crossing accidents from other classes of crossing accidents. In Nebraska, where the doctrine of comparative negligence is in force, the supreme court, on July 3, 1917, handed down a strong decision in the case of *Morris vs. C. B. & Q.*, holding that a passenger in an automobile driven by another cannot recover if the passenger failed to request the driver of the automobile to stop and take necessary precautions to avoid danger before crossing over a railway track at grade, even though the railway company was negligent in the failure of the enginemen to sound the bell or whistle for the crossing. The following is quoted from the opinion of the court:

"Under the circumstances in this case, one who by invitation rode in an automobile driven by another and remained in it, with knowledge that it was approaching a dangerous railroad crossing, without requesting the driver to stop or to take other necessary precautions to avoid danger, was guilty of contributory negligence, and cannot recover for personal injuries sustained from colliding with a passing train, even though no signal by the locomotive bell or whistle was given. It is the duty of a traveler upon a public highway when approaching a railroad crossing to exercise ordinary care, and if he fails to do so, and is injured at the crossing by a collision with an engine, and his failure to exercise ordinary care contributed to such injury, he cannot recover therefor. To recover for an injury alleged to have been sustained at a railroad crossing by a collision with an engine on account of the neglect of the railroad company to cause a bell or whistle to be sounded as its engine approached such crossing, it is not enough for the injured person to show that he was injured at the cross-

ing, and that no signal of a bell or whistle was given, and that such default of the railroad company was negligence; but, to recover, the injured person must further show that the default and negligence of the railroad company were the proximate cause of the injury sued for."

The courts are taking the correct view that putting all of the responsibility on the railroads for automobile accidents at grade crossings does not have a tendency to decrease accidents, but, on the other hand, has a tendency to increase them. In this connection the *Jackson* (Miss.) *Daily News* remarks:

"If these crossing accidents continue the railroads will have to put up signs warning the engineers to Stop, Look and Listen for automobiles. Wouldn't it be pleasant to travel on a train that stopped at each and every crossing!"

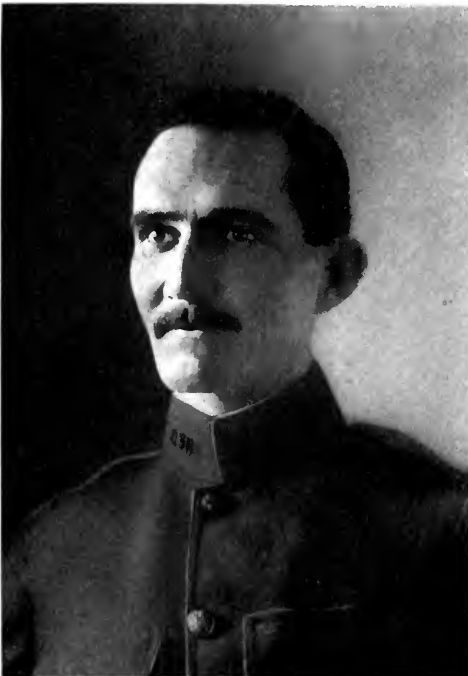
THE CLAIM DEPARTMENT'S CONTRIBUTION TO THE WAR

The claim department's contribution to the war in men, so far, has not been

great in number, but mighty fine in material. Claim Agent J. D. MaGee, of Springfield, entered Fort Sheridan, Chicago, and Claim Agent W. B. Livingston, of Paducah, entered Fort Benjamin Harrison at Indianapolis. Both were recently commissioned second lieutenants, Mr. MaGee in the quartermaster corps and Mr. Livingston in the artillery.

Lieutenant MaGee was born August 4, 1887, at New London, Mo. He was educated in the public schools of Missouri and graduated in law at the Missouri University, soon after which he entered the claim department of this company. He has a large acquaintance on the Illinois Central and by his uniform courtesy and gentlemanly bearing has made many friends on the railroad who will watch his career in the army with great interest. He is every inch a man. Lieutenant MaGee will be stationed at Camp Grant, Rockford, Ill.

Lieutenant Livingston was born October 4, 1890, at Churdan, Ia. He graduated from the Fort Dodge (Ia.) High School in 1909, later spending two years at Grinnell College and three years at



LIEUT. J. D. MAGEE



LIEUT. W. B. LIVINGSTON

the State University of Iowa, from which he graduated with degree of LL. B. Soon after graduating from the university, Mr. Livingston entered the service of the claim department of this company and remained with it continuously until last May, when he resigned to enter the army. Lieutenant Livingston has the kind of stuff in him out of which heroes are made, and if given an opportunity is sure to distinguish himself in the war. Down on the Kentucky Division, where he is best known, his friends are legion. Lieutenant Livingston will be stationed at Camp Taylor, Louisville, Ky.

CLAIMS OF PASSENGERS FOR ALLEGED IMPROPER TREATMENT BY EMPLOYES

There is probably no class of claims against railroads where so frequently exorbitant damages are awarded with less foundation than those where passengers sue for alleged improper treatment by employes or passengers. The degree of care and diligence to which passengers are entitled for their safety and comfort by railroads and their employes has long been settled. That female passengers in particular are entitled to such care is not questioned. That the law is wise and proper is not debatable. That it is at least sometimes misused as the basis to procure unjust and exorbitant damages is also true.

The duties of a conductor are at best trying and difficult. It requires a man of much tact, discretion, good judgment, patience and diplomacy. Embarrassing complications as to what action he should take are frequent. For instance, it sometimes occurs that a woman passenger, with five of her children accompanying her, will insist that neither of them is upwards of five years of age and liable for fare. Under such circumstances, what is the conductor to do? He dare not question the accuracy of the statement, and yet if he permits a child over the stipulated age to be transported without fare, he is unjust to his employer, fails to comply with its rules

and regulations, violates the law, and encourages bad conduct upon the part of passengers. Yet if he questions the statement he certainly will bring trouble to the railroad and probably to himself.

In the case of Ransom vs. Georgia, S. & F. R. Co., 6 Ga. App. 740, plaintiff, a woman passenger, with two small children, had misplaced her ticket. The conductor went to her several times for it. He gave her ample time and opportunity to find it. She was unable to find it, and, as she claimed, he finally paid her fare and stated to her, in the presence of other passengers, "You are a woman. You can take advantage of me. I will just pay your fare for you in the presence of these gentlemen." On the first trial a verdict for \$700.00 was rendered. A new trial was granted. On the second trial a verdict for \$1,000 was rendered. On the third trial a verdict for \$700 was rendered, and was affirmed. The defendant submitted evidence of the reputation of the conductor for uniform politeness and courtesy to passengers, but it evidently availed it nothing.—*The Memorandum, July, 1917.*

HERE IS ONE THAT SHOULD GO THE ROUNDS

Some people have no sense of humor. This fact was demonstrated upon the trial of a large damage suit against the Illinois Central. A darkey was on the witness stand, testifying in behalf of the defendant. He had been put through a gruelling cross examination by the plaintiff's attorney, every effort being made to break him down, but without success. Finally the attorney in his desperation asked the negro if he had ever been convicted of any crime. Receiving an answer in the negative, he then asked if he had ever been in jail or the penitentiary. The darkey replied that he had not. The attorney then retorted, "Then you have escaped detection so far." The darkey quickly replied, looking the lawyer squarely in the face, "Yas, sir; a whole lot of us is, jedge." Now the lawyer is wondering why the whole court room laughed.

CHILD NEAR DEATH ON RAILROAD BRIDGE

But for the prompt action of Engineer Frank Calkins of northbound Illinois Central freight train No. 192, Floyd Passmore, a lad of seven years, would have met a tragic death on the railroad bridge over Rock river, Saturday afternoon, for the little fellow was trapped helplessly on the high structure when the local freight pulled onto it at 3 o'clock.

The child was at about the middle of the bridge when the train, in charge of Conductor O'Rourke and Engineer Calkins, ran onto it. Bewildered and frightened, he stood helpless between the rails.

Horror-stricken, Engineer Calkins applied the emergency brakes and reversed the ponderous locomotive, taking desperate chances on derailing the engine on the bridge, but the heroic measure brought the heavy train to a standstill less than five feet from the child. The boy was put on the train, which was backed up so he could be let off on the south side.—*Dixon (Ill.) Evening Telegraph, July 10, 1917.*

CUSSES RAILROADS BUT WANTS FAIR PLAY

Editor *Sentinel*: In a report from Dermott, Ark., in Friday's *Commercial Appeal*, the reporter puts it this way: "The accident occurred 1000 feet from the depot. A cotton gin cut off the view of the automobile from the train and it was impossible to stop the train." You would suppose if the cotton gin had not been there the train should have stopped, and the joy riders generally think that the train should stop and see if the coast is clear before crossing any dirt road.

If the people haven't sense enough to conserve their own safety, it would be a good idea to pass a law compelling autos to come to a full stop before crossing a railroad.

In this case there were five people killed, and no doubt the railroad company will pay big damages, when as a

matter of fact, the railroad company was not responsible or liable.

Don't understand me as being a fanatic on railroad persecution, and that the State of Mississippi is the Cyclops, the acme of railroad persecution. I cuss the railroads myself, but I believe in fair play.—"Zulpeck," *The Yazoo Sentinel, August 8, 1917.*

"LEST WE FORGET"

Kankakee, Ill., Sept. 2, 1917.

Mr. H. B. Hull:

I have just been looking over the several circulars and reports from your office, also the comparative statements as to how the several divisions rank and desire to call your specific attention to the following position of the Illinois Division:

	Rank
Casualty statement Jan. 1 to July 1....	3
<i>Personal injury settlements</i> Jan. 1 to July 31	1
Casualty statement July, 1917.....	2
Damage to stock settlements Jan. 1 to July 31	2
Damage to stock settlements July, 1917	3
<i>Personal injury settlements</i> July, 1917	1

You will note we have never been below rank 3 in any of the statements, and in all settlements both for the month and 6 months rank 1.

That Harriman medal still looks good to me.

Yours very truly,
 CHARLES D. CAREY,
 Claim Agent.

THE FOOL AND HIS CAR

When I read of the wrecking of motors, I feel

The car that goes wrong has a fool at the wheel.

The amateur racers, the gluttons for speed;

Divorce from the car is the law that they need.

The fool and his car should be parted.

The driver who takes all the crossings on high

And never looks out whether trains be
nearby.

Who runs down the watchman and
smashes the gate,

And puts all his trust in the kindness
of fate—

That fool and his car should be parted.

The chauffeur who tears along populous
streets,

Who misses the trolleys by marvelous
feats,

Who "burns up the road" and prefers
the wrong side,

And tells of his exploits and voluble
pride—

That fool and his car should be parted.

The driver who mixes his drinks and
his gas,

The chauffeur who drives with an arm
'round a lass

The fool who converses and turns back
his head

To hear what his friends in the tonneau
have said—

Such fools and their cars should be
parted.

The fool is a creature that never can
learn,

The fool very often has "money to
burn,"

And drivers who carry more dollars than
sense

Just charge up their fines to the run-
ning expense—

That fool and his car should be parted.

—C. L. Edholm in *Motor Life*.

The Freight Train Finds a Friend

The meek and lowly freight train of other days has come to be the real aristocrat of the railroad these days. The vestibuled trains with their splendidly equipped palace cars do not come in for so much attention, either upon the part of the railroad people themselves, or the general public. It would not surprise us to see soon the engineers on the passenger trains being promoted to places on the freights, just as they used to be promoted from the freights to the passenger trains.

The truth is, the world is finding itself through war. It is coming to understand relative values better than ever before—and when its education is complete along these lines, the freight train will have the right of way over the passenger train, because of its greater worth. To delay a train of 50 carloads of food intended for hungry people, that a hundred excursionists may reach a summer resort a little earlier will some day be considered a crime.

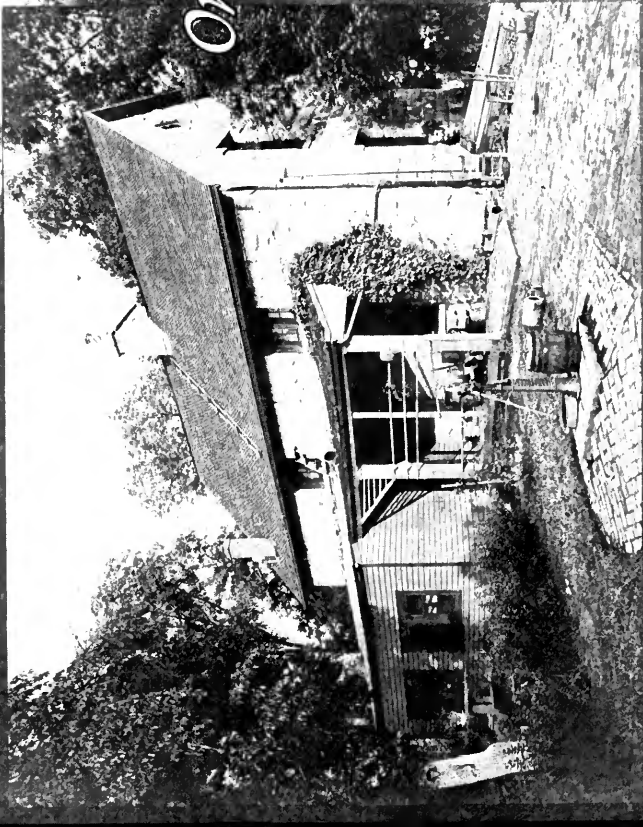
But the freight train itself—stand by a crossing out in the country some time and study it as it passes. Or, better still, if you have the opportunity, watch it from across the field, far enough away

to take in with the eyes a good deal of its length, and still close enough to distinguish the different cars.

A great jointed monster, it groans and grumbles at the load it carries; either that, or the lumbering noise of the wheels is the laughter of the train, which goes at its task with such earnestness it cannot help but rejoice.

There are cars from every section of the nation and loaded with every conceivable item of commerce. Big cars and little ones, high ones, and those without height at all. Sealed cars and open cars, red ones and yellow ones and brown ones, and ones having no color at all save the hue given by the weather to the wood, a motley combination of shapes and colors and sizes, but all going to make up a living, breathing benefactor of the race. You need not consider the hardy fellows in charge of the thing; they are your brothers, and you ought to know them. But the monster itself, or the good giant with his wealth of joy for all who meet him—the freight train itself, that is the inspiration to which we would direct your attention, for beholding it, you can weave your own fantastic imaginings.—*From the Jackson (Miss.) News.*

*Residence of
Louis Philippe
before he became
King of France.*



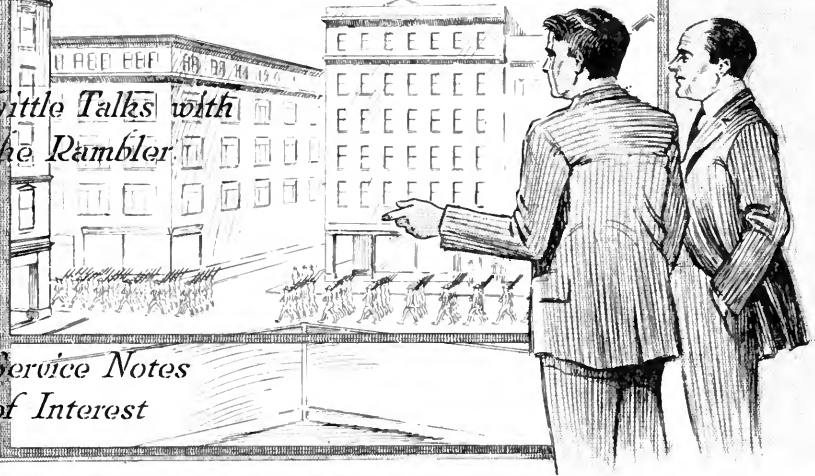
*On Bardstown Pike
Near Louisville*

Monks' Chapel

Passenger Traffic Dep't

*Little Talks with
the Rambler*

*Service Notes
of Interest*



When the Soldiers Passed

"Listen to this," said the Rambler. "It reminds me of Slim's early days with us," and he read as follows from the morning paper: "He said himself that he did not think he was an especially diligent pupil, because he was interested in the railroad. Every time a train whistled for the station he had his book up in front of his face peeping out of the window, watching with envy the wonderful performance of the men who walked the top of the freight cars, and often waving their arms in wigwagging signals to the engineer. It fascinated him."

"That, however," the Rambler laughingly said, as he concluded the reading, "is where, I fear, the similarity ends between Slim and the railroad president from an account of whose career I have been reading. However, I don't know," he added reflectively. "The latter seems to have been a dreamer in the first stage and so certainly was Slim. You never can tell. As everything helps, perhaps dreams are but the incentive to achieve-

ment after all. At any rate, aside from remembering the adage to be good to the office boy, as you can never tell how soon he may be your boss, I'm going to continue to keep an eye on Slim for his own sake. But don't you think for a minute that when he really gets into his stride he is going to lean on me or anyone else. He will either make or break himself. However, I must confess to not seeing in him yet future presidential timber; but that he will eventually rank creditably somewhere in the force I have no doubt. By the way, just at present he seems to be particularly happy, having found in the much riding of troop trains a combination of mild hardship, unusual and oftentimes genial personal relations and a line of responsibility out of the ordinary routine rather fitting to his individual temperament. In fact, he acts as though, like the freight trains of that president's boyhood, the work fascinates him. But speaking of troop trains, what's that martial music we hear outside?"

Acting on his inquiry, we went to the window and saw coming down the avenue a regiment of the National Guard, lead by their band, which was playing a spirited air as the head of the column reached a point opposite our window. We watched them in relative silence as they passed, for we both felt deeply in the matter of the war, and the passing column naturally brought up thoughts of what it represented in that connection. The regiment was in heavy marching order, and in its general bearing and swing of step looked very business like; for in addition to its then intensive training it was one that had seen service on the border. As its ambulance corps, bringing up the rear, was lost to view the Rambler remarked as we turned from the window, "as some newspaper correspondent that I read recently put it, 'this has become a time clock war,' and he then went on to say in effect, in connection with our troops in France learning to 'dig in,' that in the modern battle the soldier leaves the trenches at a given time and must advance only so far, every step of infantry having been previously worked out with artillery. Hence the time clock idea," the Rambler continued, "which idea in a way is akin to railroading. That is, one part of its operation has to be nicely timed to all its other constituent parts. Even passenger traffic is an important part of the machine; in fact, one of its vital units. just as that regiment that has just passed is a unit of a brigade, the latter in turn being one of a division and so on through the corps to the army. Passenger traffic is like a brigade or a division, its work having to come in on time in relation to what other units are doing to accomplish a general whole."

"Nothing new about that, Rambler." I challenged good-naturedly, more to wake him up than to criticize; for, while I understood he had in mind the working of the industrial-railroad army in distinction to its organization, his train of thought was clearly suggested by the passing regiment and his speech was subdued and unusually thoughtful, I thought, in consequence.

"I know it," he replied, arousing himself, "but there is a phase of it that I was coming at that may vary the simile a little. Those soldiers, with their rhythmic marching and impressive formation while devoid of spectacular trappings, made an inspiring sight even in their khaki. Now, with the possible exception of some crack passenger train bowling along through the country at a high rate of speed, such as the Panama Limited, there is nothing in the railroad to compare with the military from a show point of view. The latter is relatively concentrated, whereas a railroad is stretched out over a vast territory. Hence its activities, in a broad way, are always the same from day to day and from year to year, and so spread over entire systems as to be hardly noticeable, or even heard about, in the sense that are military maneuvers or accomplishments. Nevertheless, it is winning its commercial battles for the good of the country just as truly as will our boys in khaki win for us security for our democratic form of government. Furthermore, of necessity, the railroads are doing their bit in clock-like manner, with many of its phases absolutely dependent on time clock operation. In fact, modern warfare has not originated the time clock system; it has simply learned to extend its adoption from organization, discipline and maneuvers to its actual fighting methods. The railroads have always to a greater or less degree been in the time clock class."

"Well," I said reflectively, as the Rambler seemed to have finished, "there may be something in your thought, but it seems to me it admits of some reasoning out, and possibly some qualifications. But—don't begin now!" I interjected on noticing that he was about to answer me. "Let me tell you what I came in for. I have a letter from Boy."

"You have? Good! Let's see it," and he held out his hand eagerly for the letter I had taken from my pocket and that I was extracting from its envelope. But I would not let him have it. Instead I held up its spread out sheets that he might see the liberal cutting out from it of words, lines and whole paragraphs

by the censor. "Huh! That censor made it look like a gridiron, didn't he?" was his remark, as he again reached out for the letter. "No," I said, "I'm used to the interruptions in the text made by the censor's sharp knife and I guess I had better read it to you first. You can have it later if you want it." The fact was, I did not want him to see that letter until I had marked the effect on him of a reference made in it to these "Little Talks with the Rambler" that I have been repeating so freely for our Magazine family. In beginning to make him famous by reporting his talks I had not consulted him, and was a little piqued when on the first of them appearing he made no mention of it to me, or anyone else as far as I have ever been able to learn. Furthermore, he never has alluded to them in any way to this moment, and I was anxious at the time of receiving that letter to see if it would not start something in the matter with him. Of course, in my reports of his doings and conversations I have always endeavored to be strictly truthful and not to so color them as to give the Rambler occasion to claim either that I did him an injustice or that I unduly magnified him. So it naturally followed that I was anxious for his verdict. The Boy's letter was from "somewhere in France," he being the first to get into actual service from Passenger Traffic Headquarters. He is with one of the base hospital units, which organization experienced one of the contingencies of war almost immediately after departing from "an Atlantic port." He was chief clerk in my office, and while in years he had reached man's estate and generally conducted himself accordingly, at times in his hours of relaxation he let loose such an exuberant youthful spirit as to have earned from the Rambler the cognomen of "Boy," by which term he was generally spoken of between ourselves since his going from us. His letter, which I now began to read aloud, commenced as follows:

"Well, here I am, sitting down at the old typewriter far away from you and the rest of the office force of the Pas-

senger Traffic Department, but the first thought that comes to my mind while pounding away is of you and Mr. Rambler. By the time you get this you will probably be deep in thought as to what you will ramble for the month of July, and believe me I do not envy you your job at that time. I certainly wish I could give you an idea in this connection, but none comes to me unless it is a comparison as to railroading across the pond and in the good old U. S. A."

I stopped reading at that point and said pointedly to the Rambler "he evidently thinks I make up those magazine stories. He used to help me sometimes on the dictation and typing of them, but I never told him of our many conversations and little adventures together." The Rambler's only response was to shift a bit in his seat and then reach down to one of his desk drawers and take therefrom a box of cigars, out of which he carefully selected one to his liking and then put the box in place without deigning to follow his usual custom of first passing it to me. This last, however, I attributed to preoccupation of mind although I must admit I thought I caught a momentary flash of a lurking smile and an amused twitch of the corners of his mouth as he did so. But he answered me not a word, so I continued with my reading:

"What traveling we have done so far—('censor's cut of many words') and from the latter place through—('more cutting') to our present position has been third class, corresponding to our coach service with the exception that six travel in a compartment and the car is made up of about nine such compartments. In France the character of such cars is much poorer, at least the ones we rode on were, and the rate of speed here is much slower. In England the roadbed is rock-ballasted and in perfect physical condition, and the speed is as great, if not greater, than that made in the states. They have first, second and third classes and then Pullman cars. The Pullman equipment seemed to me to be wonderful and superior to ours, especially their dining cars. While food is good and

wholesome, one becomes tired of practically the same ration, and looking in the dining cars with their luxurious upholstered arm chairs certainly made one's mouth water for a cup of good coffee and ham and eggs."

The Rambler burst into a laugh and said, "ham and eggs! And I'll bet it was at breakfast time he had that longing. If it was, he only showed himself to be a true American, for I never knew one of my countrymen for the first time in a country of coffee-and-rolls-breakfasts that didn't set up a holler for our great national dish of ham and eggs for his morning meal. However, Boy was modest in his desires even at that. It seems only yesterday that I saw him enjoying a dinner in the dining car of No. 3, starting with 'giblet with rice' soup, followed by two delicious lamb chops with 'au gratin' potatoes, and with olives and head lettuce salad on the side, the repast ending with ice cream and cake and a demi tasse of coffee. And he paid for it all out of his own pocket, too. Oh, but I like that little ham and eggs touch; it's so human. But the best of it," he continued more seriously, "is the evidence that Boy is game and not complaining of his present lot, but saying, 'food is good and wholesome.' But go on with the reading."

"The freight equipment," I continued, "is far from being as far advanced as ours, the capacity being about fourteen tons per car. That is quite different from our large all steel one hundred ton gondolas." "He evidently meant to say," interrupted the Rambler, "one hundred thousand pounds, having in mind our fifty-ton gondolas." "However," I went on, "they naturally travel considerably faster than ours. I know this is not much, but then I have seen you make a sixteen page story out of much less." Again I looked at the Rambler significantly, but as before he ignored my purpose of drawing him out by looking at me in an inquiring sort of way as if waiting for me to go on, so I again read from the letter, which continued: "Our trip so far has been very interesting, as

you may imagine, with everything new and all sights unusual.———('censor's knife here eliminates over four lines'). I certainly wish you could have seen the country between those two places and had your camera with you. Never did I see anything that would compare with it. Every bit of land was under cultivation. Hills that I do not see how they could be plowed and right up to within three feet of the tracks were all made use of, Our stay at———('cut') was very pleasant, we being billeted at different houses, about ten to a house———('censor busy with his knife again')———night———('cuts') and arrived in———('cut') about five in the morning, leaving the latter city for ———('cut') about 8:30 AM the same morning. You can imagine therefore that we did not get much of a chance to see the largest city in the world, but I hope to later."

"Boy was simply ahead of the times in his trip through 'the largest city in the world,'" interrupted the Rambler. "This morning's paper tells in a dispatch from London of our expeditionary army training in England having given for the first time its 'Sammies' their first leave privilege in considerable numbers, and of their frolics and fraternizations on the streets of that wonderful city." As he talked he had reached over and taken up the paper, laughingly remarking as he glanced through it to find the article he had in mind, that among other things it said was that the "Tommies" were delighted with the American game of craps that their "Sammy" brothers were teaching them. Finding what he wanted he read as follows:

"The American soldier is a mystery to the Englishman. Those in London today, having just been paid, had their pockets full of money which they were anxious to spend. They dined at the best hotels, some of them occupying tables adjoining those at which British officers were seated. The only difficulty which they experienced with English money had to do with the value of the coins, to which they are as yet unaccustomed. They passed over pound notes in payment for small

Friday, June 15, 1917.
Base Hospital #12
Army Post Office #16
British Expeditionary Force.

Dear Mr. Hedge:

Well, here I am sitting down at the old typewriter far away from you and the rest of the office force of the Passenger Traffic Department but the first thought that comes to my mind while pounding away is of you and Mr. Rambler. By the time you get this you will probably be deep in thought as to what you will rumble on for the month of July and believe as I don't envy you your job at that time. I certainly wish I could give you an idea in this connection but none comes to me unless it is a comparison as to railroading across the pond and in the good old U.S.A. What traveling we have done so far [redacted]

[redacted] and from the latter place through [redacted] and from [redacted] to our present position) has been third class, corresponding to our coach service with the exception that six travel in a compartment and the car is made up of about nine such compartments. In France the character of such cars is much poorer at least the ones we rode on were and the rate of speed here is much slower. In England the roadbed is 'rock ballasted and in perfect physical condition and the speed is so great if not greater than that made in the states. They have first, second and third classes and then Pullman cars. The Pullman equipment seemed to me to be wonderful and superior to ours, especially their dining cars. While food is good and wholesome one becomes tired of practically the same routine and looking in the dining cars with their luminous upholstered arm chairs certainly made one's mouth water for a cup of good coffee and hot and cold eggs. The freight equipment is far from being so far advanced as ours, the capacity being about fourteen tons per car. That is quite different from our large all steel one hundred one hundred tons gondolas. However, they naturally travel considerably faster than ours. I know this is not much but then I have seen you make a sixteen page story out of such less.

Our trip so far has been very interesting as you may imagine with everything new and all sights unusual. [redacted]

I certainly wish you could have seen the country between those two places and had your camera with you. Never did I see anything that could compare with

it. Every bit of land was under cultivation. Hills that I do not see how they could be plowed and right up to within three feet of the tracks were all and a [redacted] of [redacted] was very pleasant, we being billeted at different houses, about ten to a house.

[redacted] on a Sunday night [redacted] arrived in [redacted] about five in the morning, leaving the latter city [redacted] about 9:50 AM the same morning. I can imagine therefore that we did not get much of a chance to see the largest city in the world but I hope to later. The city of [redacted] was very interesting, the streets being narrow and small. From [redacted] we crossed the English Channel to [redacted] and it was here that we had a very nice reception. We marched through the town to our quarters a distance of about five miles with a band (Scottish) at our head and everywhere we were greeted with "Hello, American." The streets were lined and people hanging out of windows. And although we were mighty tired with no sleep the night before and the weather hot and so packing about 50 pounds on our back, our equipment, it was mighty inspiring and reminded me of stories I have read of the Civil War. The next day we took train for our present position which the censor will not allow us to show. Talk about a city of tents! That's so. I never saw so many people under canvas in my life and I have seen some mighty large circuses. One thing that took my eye here was the seeing of English girls driving Red Cross ambulances. And they are not halpless when a procedure occurs either.

As you may guess I am working in the office and my duties are pleasant. I am in the best of health and spirit and wish you would sit down and dictate me a letter in your own breezy style. Remember me to all of my associates in the office and tell Ed and Miss Dehorne not to do too much work during the hot months.

Very sincerely,

SHOWING WORK OF THE CENSOR ON "BOY'S" LETTER.

purchases, and took back a handful of change without counting it. 'What's the use of counting,' said one. 'We could count the number of coins, but that's all. So we just trust to luck.' From the tops of crowded buses men and women waved to the Americans. It is agreed unanimously that London likes them as much as they like London."

"But let's get on with that letter, it's interesting" the Rambler said as he tossed the paper aside. So I began reading again. "The city of _____ ('cut') was very interesting, the streets being narrow and small. From _____ ('cut') we crossed the English Channel to _____ ('cut again, for the last time') and it was here that we had a very nice reception. We marched through the town to our quarters, a distance of about five miles, with a band (Scottish) at our head and everywhere we were greeted with 'Hello American!' The streets were lined with

people hanging out of windows. And although we were mighty tired with no sleep the night before and the weather hot and we carrying about fifty pounds on our back, our equipment, it was mighty inspiring and reminded me of stories I have read of the Civil War."

At that point the Rambler was again reminded of something he had read in the newspapers and motioned for me to stop. He reached over his desk and passed me a clipping, saying as he did so "It is a portion of the newspaper account of the parade in London of Pershing's troops soon after their arrival on the other side. It sums up the American soldiers as seen by the English in a way that rather stirs my blood. Read it, will you? I have done so many times, but want to get it by heart." I read it aloud, the item being from a London dispatch and was as follows under the sub heading of "United States Type."

"The evening newspapers unite in praise of the American soldiers. The *Standard* displayed on the front page the large headline, 'Sons of the Pilgrims Back in London.' under which it says: 'Lean, lithe, straight-backed, sallow, thin-lipped, set-jawed, they impress everybody as doers rather than dreamers, men of few words who look you straight in the eye, take your measure at a glance, give you their opinion in a rough epigram and then get to business. They are a distinct set of men of a definite type. Not Canadian, not Austrian, not New Zealander, but in the snap of the eye and the expression of the mouth something distinctly United States.'" "I like that too," I remarked as I handed the clipping back. Not fulsome, but rather close to the facts in my opinion. Yes, Boy I reckon is one of them even if he was not in that particular parade. Although 'mighty tired with no sleep the night before and the weather hot and carrying about fifty pounds' on his back, he still found the experience 'mighty inspiring.' He and his companions in that little unit undoubtedly held their own with the 'lean, lithe, thin lipped and set jawed' countrymen that marched more pretentiously some weeks after in that city he was so anxious to see. But let's finish

his letter," I continued as I took up his page again and read: "The next day we took train for our present position which the censor will not allow us to show. Talk about a city of tents! That's us. I never saw so many people under canvas in my life and I have seen some mighty large circuses." "Bet he has," I remarked as an aside and then continued. "One thing that took my eye here was the seeing of English girls driving red cross ambulances. And they are not helpless when a puncture occurs either.

As you may guess I am working in the office and my duties are pleasant. I am in the best of health and spirits and wish you would sit down and dictate me a letter in your own breezy style. Remember me to all my associates in the office and tell _____ and _____ not to do too much work during the hot months."

"Fine letter" said the Rambler, "and very characteristic," I added. "I surely will write him that letter, but am not confident as to whether there will be sufficient mental wind at the time to make it breezy. 'As everything helps,' as you say Rambler, why don't you try to write him a 'breezy' letter?" "I will" was the response.

Service Notes of Interest

The Railroads' War Board's Circular No. 11 of Official Information, has the following to say of the planning of the largest troop movement ever scheduled in the history of this country, which are now being perfected by the American Railway Association at the request of the United States Government:

"Altogether, 687,000 men will have to be transported to the various cantonments that the government is building to house the new National Army. The movement will start September 5. Between that date and September 9 the railroads will complete the entrainment of 200,000 men, or approximately 30 per cent of the total number scheduled to be moved to the various training camps.

"It is expected that a second movement approximating 200,000 men will begin September 19, continuing for four days

thereafter, and a third movement of the same size on October 3.

"Some conception of the magnitude of the task confronting the American Railway Association in preparing schedules that will assure the safe and prompt transportation of these armies without interfering with regular traffic may be gleaned from the fact that to move merely one field army of 80,000 men requires 6,229 cars made up into 366 trains with as many locomotives and train crews.

"Meanwhile, in addition to moving the 687,000 recruits for the National Army, the railroads have been asked to supply transportation for the 350,000 members of the National Guard to their training camps. This National Guard movement has already started and will continue in increasing volume until all have been moved.

"A bulletin, covering the movement of

the National Army to the training camps and explaining the plans which the government wants carried out, has just been issued for distribution to the various railroad officials of the country. That bulletin in part is as follows:

"The citizens selected to form the National Army will begin to move to their respective training camps on September 5.

"The number to be selected stands at present at 687,000 men.

"Four thousand, five hundred and thirty-one points in the United States have been designated by the Provost Marshal General as points of local concentration, at one of which each individual will be required to report at a stated time and from which the parties will proceed by railroad to the cantonment to which they have been assigned.

"The American Railway Association has been directed to prepare schedules for the movement of each of these parties from originating points to destination. These are being prepared by the Passenger Associations in conference with representatives of the operating departments.

"The first movement will consist, approximately, of 30 per cent from each local concentration point, a total of about 200,000 men. It will begin on Wednesday, September 5, and entrainment is to be completed on Sunday, September 9.

"In preparing schedules, due regard will be paid to the necessity for providing for the feeding of these men at convenient points, either by use of eating houses, dining cars, or by furnishing box lunches on the train.

"The American Railway Association will place a qualified official of the passenger department in the office either of the governor, or of the adjutant general, as may be deemed most suitable by the state authorities in each state. This official will keep in touch with the state authorities in any emergency which may arise and will assist them in carrying out the schedule.

"It is expected that a second movement of 30 per cent will take place beginning September 19, continuing for four days thereafter; and a third movement of 30 per cent will begin on October 3, to continue for four days thereafter."

From time to time we hear outbursts against "malefactors of great wealth," and not the least among those who have really deserved what has been said about them are the railroads.

But when you see all of the railroads of the United States pooling their interests for patriotism—literally handing their properties to the general government, and saying: "Take these and run them as you see fit until such time as our common enemy has been vanquished"—well, it makes you realize that even if a corporation is classed

as "soulless" it still has heart and mind and intensely practical loyalty.

When the railroads of the United States pass under government control without a dissenting voice, without the expenditure of a cent and without even a guarantee of dividends, it certainly speaks highly for the willingness of wealth to sacrifice for the common good.

Volunteering 250,000 miles of railroad and having the offer accepted without even so much publicity as a paragraph in the newspapers, is just exactly what occurred, but who of us, six months ago, would have believed it possible?—*Los Angeles Herald*.

The following convention announcements for September, October and November, 1917, should be carefully gone over by agents and kept in mind with the end in view of obtaining business therefor in cases where applicable to their territory:

International Association Prevention of Smoke, Columbus, Ohio, September 25-27, 1917.

Y. M. C. A. Secretaries, Niagara Falls, September 19-21, 1917.

National Spanish War Veterans, Cleveland, Ohio, September 23-27, 1917.

Illinois Clay Manufacturers' Association, Murphysboro, Ill., September 10-15, 1917.

Prepared Roofing and Shingle Roofing Manufacturers' Association, Chicago, September 12, 1917.

Ak-Sar-Ben, Omaha, Neb., September 26-October 6, 1917.

Rock River Conference (Methodist Episcopal Church), Belvidere, Ill., October 4, 1917.

American Meat Packers' Association, Chicago, October 15, 1917.

Northern Hemlock and Hardwood Association, Milwaukee, Wis., October 27, 1917.

National Association of Motion Picture Engineers, New York, N. Y., October, 1917.

National Council Congregational Churches, Columbus, Ohio, October 10-17, 1917.

National Dairy Association, Columbus, Ohio, October 17-27, 1917.

American Refrigerator Association, St. Louis, Mo., October, 1917.

Central Association, Science and Mathematics Teachers, Columbus, Ohio, November 23-30, 1917.

National Industrial Traffic League, Chicago, November, 1917.

National Jewish Congress, Washington, D. C., November 18, 1917.

We have always felt that the station agent in a small town has a snap. We have watched him intermittently for twenty years or more. All that he has to do is to sweep out the station, take care of the fires, empty the ashes, make excuses to

the patrons for trains that are late, ride up and down the track on a three-legged hand car, and fill the switch lights, count the cash, do the telegraphing for the whole town and the railroad at the same time, carry nine tons of baggage every day, answer 9,000 fool questions, take the numbers of freight cars in the yards, work the semaphore, keep a cool head with the train dispatchers, check trunks, answer the telephone, chase the hoodlums off the platform, pull tramps out of box cars, watch the track for bad rails and joints, take care of the express, keep the water cooler filled, sell tickets two or three feet long without making a mistake, handle the parcel freight, carry suit cases for old ladies, make out way bills and figure freight rates to Honolulu and Vancouver, B. C. After that nothing to do till tomorrow. Ho, hum. It's a gay life.—*Biggar Independent*.

The National Forests should not be confused with National Parks; they are entirely distinct and separate. The Forest Service of the Department of Agriculture has issued maps and circulars descriptive of these forests which are to be found in 24 states from Maine to California, and from the Gulf of Mexico to the Canadian line. There are 152 National Forests in the United States, with an area of about 150,000,000 acres. They occupy principally the more rugged and heavily timbered regions of the White Mountains, Appalachians and Ozarks of the East, and the Rocky Mountains, Sierra Nevada and Coast Ranges of the West.

The National Forests are free to all, and visitors are welcome to camp and motor where they will. Fire arms are permitted, and there are no restrictions on fishing and hunting except those imposed by game laws of the states in which the forests are located. Railroads and auto highways make the National Forests readily accessible; even the more remote and out of the way parts of the mountains being easily reached over goods roads and trails built and maintained by the Forest Service.—*Clipped*.

The Railway War Board has announced a curtailment of railway passenger service that will doubtless surprise the traveling public inasmuch as probably not one passenger out of ten has been at all inconvenienced by the curtailment that has been made effective. The Railway War Board announces that the railroads of the country have eliminated passenger trains aggregating 16,267,028 miles of train service per year. This is done to save man power, fuel and motive power which can thus be applied to the transportation of freight necessary for the successful continuation of the war. The elimination of passenger service as now reported will make available for other purposes over one million tons of coal. As a result there has been added the capacity of 779,000 freight cars and three billion ton miles within a single month. It has been suggestively pointed out that no nation except the United States has a total freight service equal to this addition to the railway facilities of our country.

It is remarkable that this change has been brought about without noticeable criticism from those most dependent upon the use of passenger trains.—*Travel Bulletin of the American Express*.

The San Geronimo Day festivities at Taos, N. M., are held September 30 of each year. This year the 30 happens to be on a Sunday. Information has been received that the celebration will be held on Sunday, as the Indians do not make a change on account of the day.—*Rio Grande Service Gazette*.

The small son of a visiting minister was presented to the regular minister after the sermon. The regular minister, somewhat absent minded, later asked the little boy his name.

"Thomas Jones," said the lad.

"Ah, yes—the son of the Rev. So-and-So," exclaimed the pastor. "And how old are you, Thomas?"

"I was four and a half years old on the train coming here," said the truthful Thomas, "but I'm really six."—*Erie Circular*.

Appointments and Promotions

With the view of enlarging the Loss and Damage Bureau to include additional important matters, a new bureau will be created, effective September 1, 1917, that of "Freight Service."

Mr. John L. East appointed Superintendent Freight Service, with headquarters at Chicago.

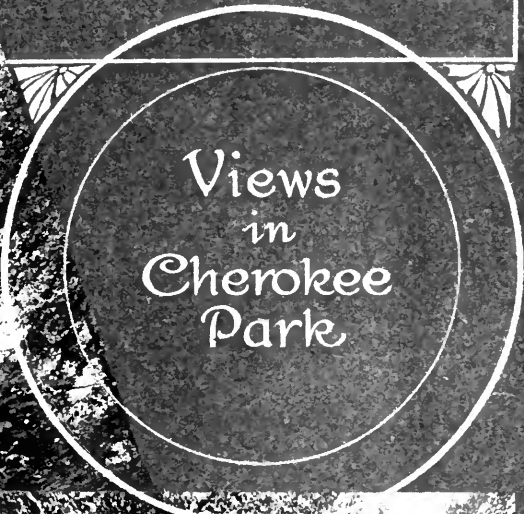
Effective September 1, 1917, Mr. John J. Desmond is appointed roadmaster of the Louisiana Division, with office at McComb, vice Mr. Thomas Quigley, promoted.

Effective September 1, 1917, Mr. Charles

A. Maynor is appointed roadmaster of the Mississippi Division, with office at Water Valley, vice Mr. John J. Desmond, promoted.

Effective August 3, 1917, Mr. Matthew G. Kennedy is appointed trainmaster, New Orleans Division, with headquarters at Wilson, La., vice Mr. Floyd R. Mays, promoted.

Effective September 1, 1917, Mr. Frederick T. Gibbs is appointed trainmaster, Branch Junction to Irvington, with headquarters at Centralia, vice Mr. Donald L. Carlyle, assigned to other duties.



Views
in
Cherokee
Park



Statue
of
Daniel Boone

Contributions from Employees

The Humble Puncher

By Helen Lee Brooks, Stenographer in Superintendent's Office, Mattoon, Ill.

THE "puncher" is the ugly duckling of business correspondence. No one enjoys writing them and still less does one enjoy receiving them. It is not pleasant to be reminded of a debt one owes or agreeable to have one's attention directed to an obligation not discharged. This is why "punchers" are apt to be greeted with expletives. They are the "You owe mes" of business correspondence.

The despised "puncher" undoubtedly has its use, but at present it occupies entirely too large a place in railroad correspondence and indicates inefficiency, indolence or lack of interest on the part of certain employes. A great deal has been said of late about cutting down correspondence, and not a little has been accomplished in that direction. As one of our officials jocularly remarked, "We are saving a million words a day." But there is room—much room—for still further improvement and the most effective method of reducing correspondence is to answer letters promptly when it is at all possible to do so. Every one knows that "procrastination is the thief of time," and the longer a duty is put-off the more difficult of performance it is. If the information is available, why not reply to a letter the day it is received instead of waiting two or three weeks? If a report is due on the first day of the month, why not send it in on that date, and not wait until the tenth or fifteenth, delaying business in other offices, entailing additional work on other people, and

as a reward, receive a curt "puncher." If the negligence of one correspondent affected his own office or department only the result would not be so serious; but such is not the case. A letter unanswered, or so imperfectly answered as to be worthless, the omission of one necessary fact, may disarrange the plans of half a dozen offices and inconvenience a score of people. Take, for instance, the question of reporting personal injuries. The instructions are explicit and so simple a child can understand them, and they have been issued and reissued. Let us suppose that John Smith, employed as section laborer, through carelessness of himself, or some one else, (probably the latter), steps on a nail protruding from a board. The nail penetrates his foot and Smith is incapacitated for work for a week. The section foreman makes a report of the accident to his supervisor, but fails to say whether it is the right or left foot which is injured. The supervisor transmits the report to the road master, he in turn to the division superintendent and the division superintendent makes report to the claim department. The omission is not detected until the report reaches the last office and it is necessary to retrace the entire course to get one small but essential fact which should have been incorporated in the original report. Such instances occur daily, enormously increasing correspondence and annoying every one from the head of the claim department to the luckless

section foreman who overlooked his instructions.

As stated above, the "puncher" has its legitimate place. Often letters are received which cannot be answered until information not immediately available is secured. It is merely a waste of time to attempt to reply until the necessary facts are at hand; therefore, the correspondence is laid aside. The writer of the original letter, however, is perhaps not aware of the situation, and after waiting what he considers a reasonable time for a reply, sends a tracer. This is the only strictly legitimate office of the "puncher." Stress of work or unusual conditions may arise to delay correspondence occasionally, but not sufficient to invite an avalanche of "punchers." "Punchers," however, like the rains from heaven, "fall alike on the just and the unjust." A well-conducted office, like a well-regulated household, must have system, and as in the latter there is a time known as "spring cleaning," when the male inhabitants take to the streets and the club, so in the former there is a period sacred to "punchers." It is not a pleasant season and is one that chief clerks and stenographers would gladly forego. It is not agreeable to the recipient of these persistent naggers, "Please hurry reply," "Give immediate attention," "Answer by return

mail," etc., etc., since too often one must admit they might have been avoided by not putting off until tomorrow what can be done today, and done better. Correspondence increases in volume the longer it is neglected and is far more difficult to handle satisfactorily. The circumstances with which it is connected are no longer fresh in the memory; pertinent facts, easy to secure at the time the incident occurred, are not available; important records have been lost, and, most irritating of all, "punchers" and more "punchers" have crept into the file.

Useless correspondence is an evidence of inefficiency, a waste of energy, a lack of economy. The capable correspondent is not the one who writes the longest and most letters, but the one who accomplishes results most quickly with the fewest and shortest letters. Time is too valuable an asset to be wasted.

Good results are usually brought about by co-operation, but if the irritating "puncher" is ever to be relegated to the background where it belongs, it must be done by individual effort. The mission of the "puncher" is to remind one that he is not doing all that is expected of him. The only way to eliminate them is to give correspondence prompt and careful attention.

A Costly Evil

By G. L. Robertson, Train Dispatcher, Fulton, Ky.

The pressing demand for efficient and rapid transportation is upon us. Railroads are taxed with business. Power for handling is exceedingly costly, and owing to unsettled conditions it may be said the price is almost prohibitive. Further, the railroads have been denied an increase in freight rates, except on a few commodities. Our company has adopted a liberal attitude toward its employees in granting increases, in the face of all this. Our officers are devising all methods possible to handle the business

safely and promptly, and need the co-operation of every man connected with the company to meet the increasing demands. The smallest clerk who may think himself isolated from the transportation department, thru error may cause a car to be set on the siding for days, waiting for disposition. It behooves all of us to realize that we are a part of the organization and to put forth our best efforts. I shall now get to my theme. I consider it timely to call attention to one of the lesser evils,

which we constantly have with us; in name it sounds trivial and meaningless, but in fact it is a real mountain, thus—the Hot Box Evil.

To my knowledge good runs are spoiled every day, not to speak of the cost of fuel and time wasted, by a naughty little hot box. Transportation men know that often a ten minute delay to a train at one point means several hours' delay to the train before completion of trip. It is my belief that the Trainmen and Carmen of each district will welcome this move and support it wholeheartedly; the plan being simply this—conductors on arrival at terminal make a report to the Chief Car Inspector showing number and initial and location in train of hot boxes and near hot boxes. Upon receipt of this information the inspectors give special attention to such cars.

A small share of willingness on the part of each man finally leads to a perfected organization covering the system, which means the elimination of the hot

box evil. Who reaps the benefit of this little corrected evil? The shipper has his goods expedited, which probably means a saving to the consumer. The train crew reaches home quicker, with a smooth run to their credit. The car inspector is pleased by a report from the conductor that every car is running cool. The yardmaster can get his trains out on time and reduce extra switching, the switchman thereby profits, and at last, to whom we owe our very best, our company profits. By reducing the delays to passenger trains, by reducing the liability to pull out draw bars, by increasing car miles, by reducing liability of journals breaking, elimination of claims due to delayed shipments, reducing extra stops, lessening the chance for rough handling of freight and many other minor defects, which in time eat into the profit side of the ledger, and at last establishes an attractive record and reputation for the railroad for prompt delivery of all shipments, which means increased business for our line.

There Is No Car Shortage

The Situation as Seen by a Box Car

By F. B. Wilkinson, Agent, Jackson, Tenn.

I AM neither citizen nor soldier, yet without me the war which is being waged by the United States cannot be won by the allied nations, who are fighting the battle of humanity against mediaeval despotism.

Battles are no longer won by man power. The flower of the German Army, attacking in mass formation by tens of thousands, hurl themselves in vain upon our positions when the big guns pour into them a hail of steel and high explosives, but when our cannon lack ammunition our soldiers must die by thousands in repulsing the attack.

Men and guns must be fed and America has responded nobly to the call of the President by increasing the acreage of food stuffs and by conserving the resources of farm and factory and store.

But of what use is flour at Minneapolis, shells at Rock Island or supplies at Chicago to the soldier in France who must "go over the top" at daylight to die because the artillery has lacked the ammunition necessary to destroy enemy trenches and hold enemy reserves with a curtain of fire?

Who is this soldier who must die? Is he a stranger? A foreigner? No. He is an American. Your boy, who has been sacrificed upon the battlefield because YOU are a slacker in whom the love of money outweighs patriotism and love of kinsman!

You are not a slacker? You love your country? You would risk your life to save that of an American soldier?

Pray then for wisdom, for in your ignorance you are giving aid and comfort to his enemies and your own and cheating him of his rightful protection, the protection of the big guns, by delaying the ammunition for those guns and the food for this soldier who is laying his life upon the altar of his country that you may still be free.

CARS! We must have cars to load our shells. We must have cars to move our army rations. We must have cars to haul the food to feed the multitudes working day and night in our munition plants, textile mills, laboratories, and factories.

From Maine to California; from Canada to Mexico, comes the cry. Cars! Cars!

More Cars! And the worst is not yet. Soon the draft will be made and then cars will be needed to haul materials for shelters. Cars to haul clothing for soldiers. Cars to haul guns and ammunition and supplies to them. Ships must be built to take the place of those sunk by the submarine. Ship-building materials cannot be transported and assembled without cars. Where are the cars?

Where are the cars Mr. Broker? You whose boy is in training at Fort Oglethorpe? The car you bill to Mounds for reconignment is delayed because you were busy and neglected to issue instructions promptly. Is this fair to your boy?

Where are the cars Mr. Railroadman? Your son is with the Fleet. You placed a large car for loading when a small one was ordered. You delayed a car because you were in a hurry and put off moving it until "tomorrow." What does your son think of a shirker?

Where are the cars Mr. Coalman? You are chairman of the Defense Committee. Several loads reached you this morning. It will cost extra money to employ additional men and teams to unload them today. And you have five credits due you on the Average Agreement. Why then should you hurry?

Where are the cars Mr. Manufacturer? You wear the Flag upon your coat. You load direct from your machine to the car and delay the car. You could complete the manufacture of the shipment and then load the car within five hours. But it costs less to move the goods direct from machine to car, for it saves rehandling. How about the loss of the car?

Where are the cars Mr. Wholesaler? You

with the Liberty Bond button on your coat? The bill of lading is in the bank, but you figure that you will save a few cents interest if you wait until tomorrow to lift it and the car is delayed. What have you really saved?

Where are the cars Mr. Businessman. You wear the Red Cross emblem conspicuously displayed. You will be forced into bankruptcy should the transportation lines fail, yet you order a minimum instead of a maximum load and a car loses fifty per cent efficiency in its journey to you. Why the minimum if it was not intended that you use it? Was that minimum not fixed during the lean years when business was light and cars plentiful and fixed too by YOUR commissioners? The railroads should raise the minimum if it is too low? Can they?

We do not need more cars, but we need car efficiency.

Materials and skilled workmen are needed now to build ships, contonments, guns and aeroplanes and the myriad things necessary in war.

They cannot be spared to build cars for you to delay.

Let the emblems of freedom and of mercy upon your lapel mean something.

In this mighty struggle for world freedom each must do his part and should your path of duty lie among the cars do not mistreat them.

Hold up the hands of President Wilson and our great Army and Navy by doing your full duty by the cars which must, unhampered, carry their burden of supplies to man and beast and gun if this war shall be won by America and her Allies and "The world made safe for Democracy."

A Weighty Subject

By B. W. Fredenburg, Commercial Agent

A FARMER holds his 100-pound pig and fattens it with corn until it weighs 200 pounds before he puts it on the market.

Stand near the railing of any large bank and watch the little man with a wrinkled forehead and tortoise-rimmed spectacles arguing with the cashier for a loan. His manner shows that he has a system (all his own) mapped out that ought to convince even a cold-blooded bank cashier, but invariably he escapes without the necessary funds. Immediately thereafter a 200-pounder "blows" through the swinging gate and without taking time to sit down mauls the banker's desk with a brawny fist. He gets the money or the cashier follows him out through the lobby with a sickening apology for not being able to produce the lúcre and waves him a cordial farewell.

Weight counts in a bank. They weigh

the gold and silver to determine their value and by the same token why should they not intuitively judge their patrons by weight?

The thrifty housewife cautions the butcher "not to weigh his hands" as he places the pot-roast on the scales, and holds it there while the indicator edges around to a figure that assures him a profit. She cannot afford to pay for something she would not eat even if she could.

The railroads quote rates at so much per ton or per hundred pounds, as the case may be, and like the bank weighs the goods to determine the value in freight charges.

The past few years have developed new conditions. The cars constructed are growing bigger while the loads appear to be growing smaller, simply because the space contracted for is larger than the customer

thinks he needs or cares to take the trouble to utilize.

The unusual shortage of equipment has brought to the attention of the railroad managers that valuable space is being wasted, or, in other words, being hauled for nothing. If every car placed on a side-track or loaded at a freight house was

stuffed 10 per cent over capacity instead of under, some expert might be able to figure that before long there would be a shortage of freight instead of equipment.

Weight and car capacity have become paramount issues and the railroads like the banker and thrifty housewife, watch the scales with eagle eyes.

Address of S. H. Parks, Section Foreman Tennessee Division, at Maintenance of Way Meeting, Fulton, Ky.

Gentlemen, we are all speaking of "hard times." I found January, February and March were my hardest months. My actual expenses for those months were \$38.00 to \$40.00 per month. One bad day in February I went home "blue." My wife asked me what was the matter. I told her to get pencil and paper and we would take inventory. I had already talked to Mr. Crocker in regard to getting some "right-of-way." From that night we decided to make our own living be self-supporting, instead of bringing our living to our home in "paper sacks," and eat our own stuff.

I started preparing land in February for corn, potatoes, beans, etc. From that time to this I have intended solving the problem "High Cost of Living" on our part. If we all get land, work like we should, we can be self-supporting, can buy our property, own our own homes, if we wish to. I tell you, gentlemen, if all of us railroad men don't work together, raise foodstuff and do our part during this period all will starve and the railroad company will be bankrupt.

I have also heard a lot of talks in Obion County about "food," "food raising," etc. Sometimes I think we haven't taken advantage of our opportunities as we should have. We should all raise more, and if we raise more than we need we can sell to our section laborers cheaper than they can buy from a grocery. I believe in living square—"Living and Let Live."

When I bought my potatoes they were very high, paying \$4.00 to \$4.50 per bushel. In raising my crop I haven't laid down on my work. When I come off my section I go to work.

These figures I am giving you on expenses are accurate, and the figures on the proceeds are estimated, as I have had some farmers to help me figure.

2½ Acres Irish Potatoes	
Breaking land	\$ 6.50
Seed potatoes	31.25
Planting potatoes	4.90
Cultivation of potatoes.....	10.25
Arsenate of lead.....	2.40
Total expense	\$ 55.30

Estimated number of bushels—300	
at \$2.00	600.00

Total Cleared	\$ 544.70
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6½ Acres Corn	
Breaking land and planting.....	\$ 22.75
Cultivating corn	8.75
Miscellaneous	14.95

Total expense	\$ 46.45
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Estimated number of bushels—260	
at \$1.00	260.00

Total cleared	\$ 213.55
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2 Acres Sweet Potatoes	
Breaking land for setting potato slips	2.75
Sweet potato slips.....	3.00
Setting out potato slips.....	3.12

Total expense	\$ 8.87
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Estimated number of bushels—100	
at \$1.00	100.00

Total cleared	\$ 91.13
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3½ Acres Peas	
Seed, planting, etc.....	\$ 4.25

Estimated number of bushels—200	
at \$1.00	200.00

Total cleared	\$ 195.75
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¼ Acres Navy Beans	
Breaking land	\$ 1.50
Planting87
Seed50

Total expense	\$ 2.87
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Estimated numbr of bushels—5@	
\$8.00	40.00

Total cleared	\$ 37.13
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Estimated grand net profit.....	\$1,082.26
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This fall I am going to purchase a team, hire me a man to work it and stop the "High Cost of Living" on my part and help on the part of my men. As I have said my expenses were \$38.00 to \$40.00 per month, I have reduced them to \$12.50, after two months, will reduce it \$4.00 more per month.

Gentlemen, this is a serious proposition we have before us, the question of "food"

and war. I have given my son to the U. S. and I think I am due to give everything above living expenses; I have also bought a "Liberty Bond," and have given \$50.04 to the "Red Cross."

Gentlemen, I also have 150 hills of pumpkins that are growing nicely, in addition to my other stuff. Most of the time when we plant in Spring that is usually the last time. We would not only plant once, but plant so that we will have stuff when it frosts, and then be able to lay away enough supply for the winter months.

My truck patch in addition to my right-of-way grows about 300 head of collards.

When a boy, my father used to make us

dig a ditch along fences, bury collards, hill up turnips, etc., for winter use.

We should all get busy and quit hanging around the Roadmaster and wanting more wages, but get some right-of-way, and work it. As I have talked to the Roadmaster several months ago, I want to say again that we have the best jobs we have ever had.

We should all get together, work, help, live for one another, and then when old age takes us out of the service, we can walk up to the "General Manager" under the head of the Department, and find inscribed "Well done, good and faithful servant."

Safety, Economy and Efficiency

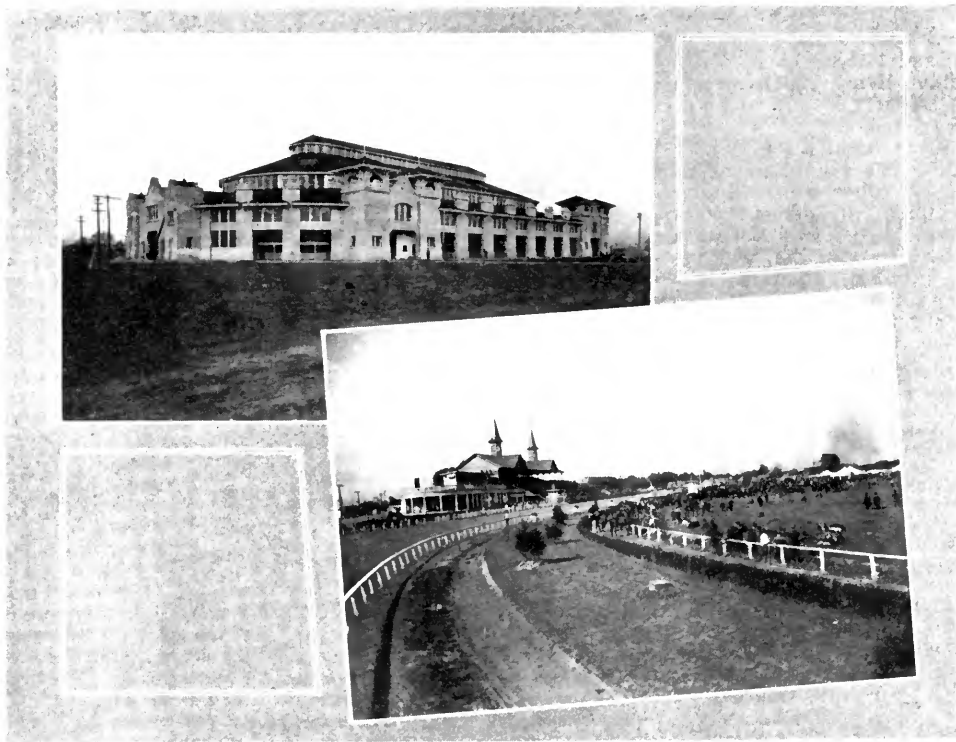
By J. S. Eubanks, Engine Foreman, East St. Louis, Ill.

THE switching and classification of freight at large terminals, and the disposing of same requires very much consideration and study. There are three things that enter into this work that are probably of as much consideration as the work itself. First, safety. The second, economy, and, third, efficiency. All cars should be handled to the safety of all men concerned, and also with a view to the safety of contents of car. A great many commodities are broken in switching by injudicious handling or rough usage. Therefore, to the safety of all, great care should be taken in switching of merchandise or house cars.

Second, economy is the next thing that should enter into handling and classifying all freight. Where one engine is switching and classifying freight for transfer from one yard to another, care should be taken that these cars should be in line or all freight going to the same place, whether it be inbound house or outbound house, team track or transfer, should be placed in bunches so that when the next engine takes hold of these cars, he would not have to spend the time to reswitch same. If the second engine has to switch the same cut of cars, then the company must pay two crews to switch the same cut of cars, or in other words, it is costing double the amount, or nearly so, to get cars to destination. If cars were turned over in line, the next engine would simply have to place cars without the second switching, which would not only be a saving from the standpoint of time, but also a saving to breakage both of cars and contents, and the engine to which said cars are delivered would have more time on its own classification of cars leaving its district for other yards. Also great

care should be taken that all cars moving from one district to another in the same yards that none should be taken but the cars that belong in that district. The practice of letting a car go to save time for one engine in many cases not only costs the same amount of time from two and sometimes three crews to get car back in line for movement, and in many cases the company pays two or three crews for switching the same car, when one switching should be enough if the car is handled correctly the first time.

The third is efficiency. Now, this takes in all who are engaged in the handling of freight. We understand that the railroad employes are like a large machine, each department being a part of this great machine that handles the commerce of the country, and if one part becomes inefficient, then its fall down or failure is instantly felt by the next department, and in many cases causes delay to commodities handled and wastes time for engine and crew handling same. Therefore, to gain the highest point of efficiency, all must study closely existing situations and we must have pure organization and team work, each department working into close conjunction with the next and so on, until all freight will be handled with the smallest amount of personal injuries, the smallest amount of damage to shipments and the smallest amount of time. If this is practiced closely, we will have good results and in a short time would show a vast improvement, and in time, by paying close attention to these things, we might hope to reach the highest point of safety, economy and efficiency.



Live Stock Pavilion, State Fair Grounds.—Derby Day at Churchill Downs.
Louisville, Ky.

A Letter from a Former Employee

Chicago, Ill., Aug. 18, 1917.

Editor of the Illinois Central Magazine.

Dear Sir:—After having spent several years with the Illinois Central Railroad Co., as General Foreman of the Electrical Department, and becoming acquainted with fellow employes located at practically all points on the system of any size and not having time or opportunity to bid each and every one a personal farewell, I wish to take this as a means of reaching all to announce that I have severed my connections with the company to accept another position which will be in line of promotion for me.

I wish to state furthermore, that the treatment that has been accorded me while with this company has been all that any person, with their right mind, could expect, and at this time to thank each and every one of my many friends on the system for the many favors that have been extended to me at different times and will frankly state that I have no personal grievance or enmity, that I know of, towards any other person or the company which could not be forgiven, "The other person being willing."

From personal observation and coming in contact with the many employes of the company, I have noted that the one broad policy of fair play and courteous treatment of fellow employes and the public is embedded in the minds of such a large proportion of them that when one meets and learns to know one with other views, or otherwise speaking, one with a mask, they are and should be treated as strangers.

Wishing the company and all employes a success,

Yours very truly,

J. H. WICKMAN,
General Foreman of Electrical Department.

Complimentary to Mr. Frank T. Mooney,

“SUPERINTENDENT MOONEY”

Frank Mooney leaves a post of high responsibility and promise to become superintendent of the Orleans police. His present salary is probably not much different from that of the police superintendency. Mere continued industry and good behavior on his part would, in the natural order of things, have retired him from the Illinois Central service on a liberal pension—if suddenly incapacitated, or when reaching the age limit.

It would not surprise us if some wonder, therefore, why Mooney should make this exchange of places at this stage of his career. Without information from himself on this point, we should answer the question by saying that he is the kind of fellow that likes this kind of job. He looked at the police headship with yearning eyes years ago, when the late Chief O'Connor was given the place. Unless our recollection deceives us he was also an active candidate for it when it went to “Jim” Reynolds. In addition to being the type of fellow who likes this sort of work, Mooney is also of a type that often makes conspicuously good at such work.

He is known to us personally and by repute as a man of good personal habits, clean family life, and good average decent outlook on living—the sort of man we indicated a few days ago that the head of a police force ought to be to command respect from his men and the public, and to appreciate his duties to both.

Mooney's railroad training has given him the management of men in large numbers. He has worked his way from the bottom well toward the top, and established a reputation for being a good disciplinarian and a man of resource, courage, and stable temperament.

We think New Orleans will be very favorably predisposed, for the most part, to regard Mr. Mooney's appointment

with favor and to await in the friendliest spirit his development of the opportunities of his new position.—*The New Orleans Item, New Orleans, La., August 8, 1917.*

THE NEW SUPERINTENDENT.

The Mayor and Council are to be congratulated on their selection of Mr. Frank T. Mooney as successor of the late Mr. Reynolds as superintendent of the police department. They are fortunate in being able to draft from a great corporation an official who has made a record of 100 per cent efficiency in a position of large responsibility and calling for the handling of a large body of men.

It is but stating a fact to say that the public, in the light of what occurred last week, looked to the council to pick for the vacancy a strong organizer and disciplinarian, a man more or less familiar with local police conditions, and of proved courage, having the respect and confidence of the best elements of the city. In the present condition of the department the choice of a weak head, of negative ability and meager experience, could only have led to further demoralization and grave consequences.

Mr. Mooney, we believe, meets the demands of the hour. He is a self-made man who has risen to high station in a private corporation without political or other pull. He started as a flag-boy with the Illinois Central and came up through all grades, including that of road detective, to superintendent of terminals, his present position, by diligent effort and demonstrated ability—and by always staying on the job. The highest compliment that can be paid him is to say that, despite the strictness of his discipline and his intolerance of drones and incompetents, all the men who have ever worked under him swear by him.

Mr. Mooney will bring to his new of-

face not only a great deal of enthusiasm, but an ambition to make the department a strong, effective and well-drilled body of men and a credit to the community. He is entitled to and will have such latitude, we are confident, as will enable him to achieve this end.

If he fails, if he does not soon restore the morale of the force, weeding out the inefficient men in the service, and if he does not speedily win for the department the confidence of the community, it will be a failure wholly incompatible with the record he has made with an exacting private corporation.—*The New Orleans Daily States, New Orleans, La., August 8, 1917.*

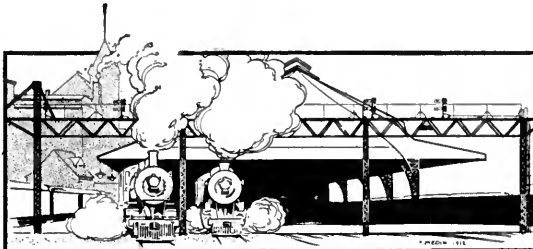
NEW POLICE SUPERINTENDENT.

Mr. Frank T. Mooney, elected police superintendent by unanimous vote of the Commission Council last Tuesday night, comes to the place from an executive position with one of the great railway systems and after more than thirty years' service with that corporation. The record of his successive promotions in that employ, and his experience as superintendent of terminals, an office requiring executive ability and efficient leadership of men, speak strongly in his favor. His long residence in New Orleans and intimate acquaintance with local conditions should help him in his new duties. The fact that his associates in railway service and his friends in the business community speak well of his character and capacity is likewise a favorable augury. And the fact that he has had no direct or official connection with the police department may, in our judgment, be set down as a point in his favor.

But Mr. Mooney, as police superinten-

dent, is an unknown quantity. His achievements as railway employe and officer do not guarantee his success as commander of the New Orleans police. As police superintendent he will be judged—not by his record, however creditable, in other capacities—but by the record he has yet to make. His opportunity is as broad as his responsibilities. He takes command of the police department at a time when faithful, courageous, unswerving performance of duty will count more heavily and directly, perhaps, than it has ever counted before. A new policy of law enforcement is in the making. The law-abiding and law-defying elements of the community are both watchfully awaiting the outcome in definite results. The police department is, by way of speaking, up against an "acid test." The outcome of that test is in turn squarely up to the new police superintendent. He may round out his career by rendering conspicuously fine service and achieving a national reputation as police commander, or he may mar his fine record as railway executive by throwing away his new opportunity for constructive public service.

In organizing his force, we trust that Mr. Mooney will be given a reasonably free hand, so long as his methods and measures produce results in the way of greater efficiency and better law enforcement. The department can stand a good deal of improvement, as we believe its most ardent admirers will admit. And that improvement should not be thwarted by interference from outside, political or otherwise. This newspaper shares in the general hope that the new police superintendent will "make good" in the largest sense of that term.—*The Times-Picayune, New Orleans, La., August 9, 1917.*



Intercommunication or the Democratization of Knowledge

A Plan for the Direct Interchange of Useful Information

By Eugene F. McPike, Manager, Perishable Freight Service,
Illinois Central Railroad, Chicago

AT a time when nearly every one is thinking of the war, it is difficult to secure serious consideration of any new project, however meritorious it may be, unless it gives promise of direct assistance in the furtherance of America's purpose to make the world safe for democracy. Yet second only to the purely military and political aspects of the general situation existing, we must give high place to the humanitarian efforts involved, because upon them will rest the permanency of the ultimate results attained for the common welfare.

Permeating all these things and of supreme importance is the democratization of knowledge, both theoretical and practical. A philosopher would say that the road to happiness is much safer and surer by the way of knowledge than by the way of anything else, even including wealth and power. Popular government is successful only in direct proportion to the diffusion of useful knowledge, the proper function of which is to act as a kind of mental currency or medium of exchange between people in their relations with each other. In order, however, to facilitate interchange of useful information, there is need of a clearing house which might take the form of a society for the advancement of knowledge or an education extension society having reasonable facilities for the registration of the names and addresses of its members throughout the United States and Canada, and eventually the entire English speaking world, with a clear indication of the subjects of direct interest to them respectively. In this way isolated students, regardless of their place of residence, would be afforded

the needed opportunity for getting into direct intercommunication by correspondence with others interested in the same study, subject of inquiry or investigation, without involving any sacrifice of time or money and without interfering with their regular occupations. The inauguration of such a plan ought to be of particular service to large numbers of young men and women on the farms or in the smaller towns, who are ambitious to fit themselves for new and larger spheres of work. If, under normal conditions, they could thus be encouraged to remain at home a little longer before going into the crowded cities, this might be of incalculable benefit to the agricultural and rural interests of America as a whole. Were such results to be accomplished on any large scale, it would probably help not a little toward the solution of several important problems, including the maximum development of the natural resources of the country.

The successful evolution of the proposed organization to promote direct intercommunication could best be insured by a suitable endowment or guarantee fund. Here is an opportunity for a new philanthropic effort. In the meantime its practicability could be demonstrated on a self-supporting basis. Its work for the most part would be automatically taken care of by and between the individual members themselves. It would be necessary for the society to maintain a general index of the names and addresses of its members with the subjects of interest to them. Such subjects might in the aggregate cover, at least potentially, the entire range of human knowledge without involving any monumental task, because in

the very nature of the scheme the work would be limited by the actual wishes of participants from time to time and would be divided by and between the different members as they might mutually desire in connection with their direct interchange of useful information. Everybody possesses some useful knowledge and to the extent that each would place that which he has at the service of others, to just that extent the cause of universal education would be advanced. There is always room at the top. The imparting of knowledge is like bread cast upon the waters which surely doth return, because, generally speaking, the dissemination of knowledge insures a generous harvest in which both giver and receiver may jointly profit.

Nature has no place for inertia either in the physical or mental world. Alexander Pope has told us that "Strength of mind is exercise, not rest." It behooves everyone, therefore, to bestir himself or herself, with energy, to seek, to secure, and to impart such useful information as may be of the most practical value. Emerson, in his essay on "Education," said that the most useful knowledge is that knowledge which is of most use. He pronounced in favor of the study of general science, but in this modern, work-a-day world, our attention is directed chiefly to technology in its many forms, old or new and ever changing. In addition, there are many other branches of useful knowledge, some of which will appeal to some persons and some to others, according to their respective training, qualifications or inclinations.

The purely humanitarian advantages, including the educational and social benefits which ought to be secured through such an organization, are obvious. Man is indeed a social, if not always a sociable creature to whom ordinarily any protracted isolation is disagreeable or hurtful. He cannot long endure separation from his fellows. This quality is at the foundation of human society as a whole and of its product which we call civilization. The farmer and his family or even the lighthouse-keeper on a lone rock at sea is not more isolated than the

stranger in a crowded city who has not yet found any congenial environment. Isolation may quite as easily be mental as physical and, indeed, it is often more necessary to overcome the former than the latter. The world is full of people of earnest purpose who have interests in common with each other, but who lack any practical means of intercommunication. To many such, life would quickly take on a new pleasure and yield a new profit were they to find available a general clearing house wherein they could register their names and addresses with suitable references as well as the subjects of special interest to them. The students of a foreign language or of any other topic might thus exchange letters pertaining to their chosen study. The inclusion of professional experts or specialists within the scope of such an organization would be entitled to serious consideration, for this would open other fields of enormous possibilities.

Individual members desiring to have special researches or special investigations undertaken for their personal use could make arrangements through the general office of the society for such work to be assigned to and performed by a competent specialist for reasonable compensation, mutually satisfactory. These latter features of the program could be kept entirely distinct from the strictly educational or social activities of the society.

The interchange of useful information by direct intercommunication is just as worthy of definite organization and maintenance as the diffusion of knowledge from a common center. The membership in the proposed society could be properly restricted and all applicants required to furnish suitable references. The membership fee, which ought to include some official organ published at stated intervals, need not exceed \$3.00 per year, upon payment of which the individual members would be entitled to receive also the names and addresses of a reasonable number of other members. These details of operation could be properly predetermined by suitable by-laws.

Even the barrier of different mother-

tongues might eventually be overcome by the use of an auxiliary language founded upon the correct scientific principle of maximum internationality as governed by regularity and facility. Prof. Otto Jespersen, the eminent philologist in the University of Copenhagen, has said "That international language is best which is the easiest for the greatest number of people." ("Ta internaciona linguo esas la maxim bona quo esas la maxim facila por la maxim multa homi.") Lord Northcliffe has recently thrown open the columns of *The Daily Mail* (London) to the propaganda of the international language "Ido" (pronounced, *ee-doh*). Private advices from London, Paris, Copenhagen and other European centers indicate that among the first of the social questions to be determined after the war will be the official adoption of an auxiliary language.

All the subjects of interest to the members of the society could be arranged and classified into orderly groups in accordance with the Dewey decimal system and thus greatly simplify all the work undertaken. The tentative list of subjects given below will serve to show the possibilities of the plan under consideration:

- 000. GENERAL WORKS.
- 001. General Research and Intercommunication.
- 010. Bibliography.
- 100. PHILOSOPHY.
- 150. Psychology.
- 172.4 War and Peace.
- 177.7 Philanthropic effort in general.
- 178. Temperance and Prohibition.
- 179.2 Children, prevention of cruelty to.
- 179.3 Animals, prevention of cruelty to.
- 300. SOCIOLOGY.
- 324.3 Suffrage.
- 326. Negroes.
- 331.3 Child labor.
- 332. Banking.
- 340. Law.
- 361. Red Cross.
- 364. Prisons.
- 368. Insurance.
- 374. Self education.
- 380. Commerce; Communication.

- 382. Foreign trade.
- 385. Railroad and express.
- 390. Customs (manners).
- 398. Folklore and Proverbs.
- 400. PHILOLOGY (Language).
- 408.9 International language.
- 420. English.
- 427. English dialects.
- 430. German.
- 440. French.
- 450. Italian.
- 460. Spanish.
- 470. Latin.
- 480. Greek.
- 495. Eastern Asiatic languages.
- 500. NATURAL SCIENCE.
- 520. Astronomy.
- 540. Chemistry.
- 549. Mineralogy.
- 550. Geology.
- 551. Caves (geology).
- 555.04 Speleology.
- 571. Caves (natural dwellings).
- 572. Ethnology.
- 578. Microscopy.
- 580. Botany.
- 581.6 Herbalism.
- 590. Zoology.
- 595. Entomology.
- 598. Ornithology.
- 600. USEFUL ARTS (Technology).
- 608. Inventions.
- 614. Public health.
- 614.3 Pure foods.
- 614.8 Accidents.
- 629.1 Automobiles.
- 629.17 Aeronautics.
- 630. Agriculture.
- 630.7 Study and teaching of agriculture.
- 631. Soil, Fertilizers and Drainage.
- 632. Pests, Hindrances.
- 633. Grains, Grasses, Fibers.
- 634. Fruits, Orchards, Vineyards.
- 634.9 Forestry.
- 635. Kitchen garden.
- 636. Domestic animals.
- 636.5 Poultry.
- 637. Dairy.
- 638. Bees.
- 639. Fishculture.
- 640. Domestic arts.
- 649. Child-welfare.
- 653. Shorthand.

656. Transportation: Railroading.
 659. Advertising.
 700. FINE ARTS.
 710. Gardening (landscape).
 710. Town (city) planning.
 716. Gardening (flower).
 720. Architecture.
 770. Photography.
 780. Music.
 794. Chess.
 796. Outdoor sports.
 797. Boating.
 800. LITERATURE.
 808. Quotations.
 900. HISTORY.
 910. Geography and travels.
 913. Archaeology.
 913.32 Egyptology.
 920. Biography.

A suitable name for the society would have to be selected with due regard to its scope and purposes. Among the names which have been suggested for possible adoption are the following:

Society for the Advancement of Knowledge.

University Extension Society.

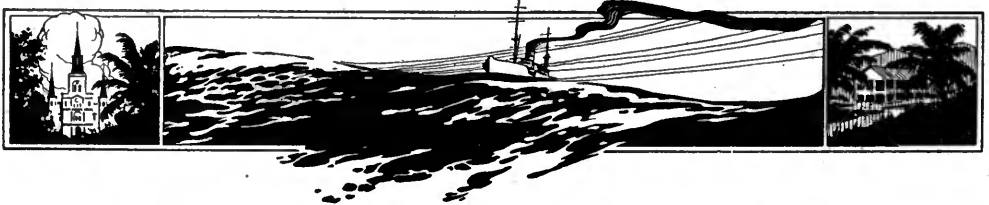
Education Extension Society.

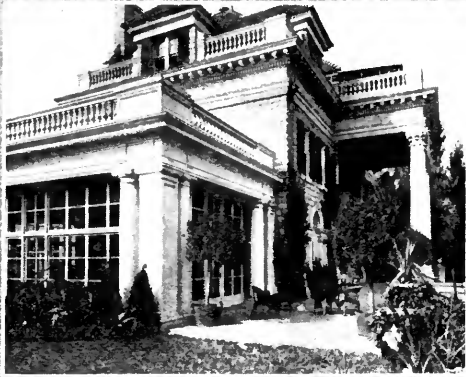
Plans of the general character outlined above are being considered by a Chicago publisher whose organization and facilities would enable him to take over the whole matter and to proceed in the proper manner. He may perhaps decide to establish a limited number of associate memberships without payment for the first year in order to put the society on a practical working basis with the least loss of time. It is anticipated that a considerable number of members will desire to enter into general intercorrespondence with other members without restriction as to specific subjects.

The proposition herein described is the outgrowth of some previous suggestions by the writer in an article on "Research and Intercommunication" which was published in *The Dial* (Chicago) for July 16, 1912, also in another paper on an "International Society for Intercommunication" which was published in *Public Libraries* (Chicago) for April, 1916.

It may be pointed out that the proposed society would serve also as a very useful medium for the promulgation of authentic data pertaining to various important problems of national scope concerning which the general public may not be fully informed. Such data might be published in the official organ of the society or perhaps enclosed therewith in the form of separate monographs.

It has been suggested that pending the organization of the proposed society, some of its objects might be attained, at small expense, through the medium of existing agencies, notably the public libraries and institutional libraries of the United States and Canada, provided that the American Library Association would prepare for general use a uniform index card for the registration of questions on any subject of interest to the individual inquirer. A very small charge might be made for such registration of index cards and for any subsequent report as to sources of useful information. It might be found possible and desirable to make this plan available to the soldiers and sailors in the United States Army and Navy during the war, without any charges. There are undoubtedly large numbers of patriotic citizens who would be willing and glad to undertake in some measure such correspondence with the soldiers and sailors regarding matters of interest to the latter.





Louisville Ky.





LOCAL TALENT and EXCHANGES



THE PERSONNEL AT "X"

By A. G. Hill

You have read a lot of items,
From the boys out on the line,
So no doubt 'twill be quite proper,
For to hand you some of mine;

On the General Telegraph Office,
Where we earn our little checks,
Just a peep at Room 900,
At the bunch that works in "X;"

First there's Mr. J. J. Howard,
Who's our Manager and chief,
The man upon whose shoulders,
Falls the load of office grief;

He's a steady-going fellow,
With a smile that won't be hid,
But he claims his pet aversion,
Is to work with some poor "lid!"

Then there's Mr. Peter Healy,
Traffic chief, from 8 to 4,
At the switch-board, shootin' trouble,
Or at work out on the floor;

H. Ray Esler on St. Louis,
Moves a mighty hefty load,
He is also "some cartoonist"
But prefers to sling the code;

Mr. Jurgeleit, (Sir Michael),
At 300 tips the scale,
Gets away with lots of business,
On the line to Carbondale;

On the Iowa divisions,
There's a canny Scot named Auld,
Who's been working Hawkeye circuits,
Till they've got him almost bald;

And its Ignatz Q. Wazeka,
Shoots the bull on 415,
Now believe me, he's some artist
On that Remington machine;

When a guy wants information,
'Tis to Watzy that he goes,
'Cause the boys say "Just ask Watzy,
He's the man that always knows!"

Then its Monsieur George C. Castle,
Who, to earn his bread and greens,
As a bear-cat on bananas,
Whoops 'em up with New Orleans;

Little Eddie McNamara,
Bashful, blushing Newlywed,
Hums "The Harp That Once Thro'
Tara"
When the Memphis circuit's dead;

Now at noon the pencil-pushers,
Hand us just about a ton,
Tracers, home-routes, and diversions,
Till they have us on the run;

Every fellow at the tables,
Thinks "Oh Gee! how many more!"
So at 1 P. M. we welcome,
Jimmy Cravens at the door,

Then at 4 o'clock Pete Healy,
Says "I've done enough today,"
That's the cue for David Buckley,
Who till midnight holds full sway;

And as this aforesaid Buckley,
Looks to see what's on the bill,
Second trick gets reinforcements,
In the shape of Fox and Hill;

Later on, when Mr. Cravens,
For relief begins to pine,

'Tis the new man Mr. Harris,
Who releases him at nine;

When at midnight, graves are yawning,
And the spooks all roam at large,
Then we hear that by-word "Wee-Wee!"
Dutchy Diemer's taking charge;

And to keep the Dutchman comp'ny,
Through the stilly hours o'night,
Mr. Kimmel works the south end,
And you bet he does it right;

That's the roster of our fellows,
Who manipulate the lines,
And that you may recognize 'em,
I'll just give you all their "sines,"

"H" stands for Howard,
The boss of the works,
"K" stands for Healy,
And Pete never shirks;

"J" is for Jurgeleit,
Tender and *frail* (?)
"S" for Wazeka,
The man with the kale;

"Z" stands for Esler,
On St. Louis way,
While Auld is distinguished,
By the lone letter "A."

It's Second Chief Buckley,
Who sines the big "U,"
Hill goes him one better,
Adds a dot and sines "Q;"

"CS" stands for Castle,
Of the newly-wed men,
And the newcomer Harris,
You may know by his "N;"

It is Ed. McNamara,
Sines 'em all with "ED"
While lanky Jim Cravens,
Just labels 'em "C";

"JO" stands for Diemer,
That wily old bird,
And "B" stands for Kimmel,
His partner on 3rd;

And last but not least,
One who cheers for the Sox,
Comes the lad who sines "F",
Which indicates Fox;

These "Sines" like the editor,
"Stand for," a lot,
So maybe you'll read this,
And maybe you'll not!

CAN A TRAINMAN BE A CHRISTIAN?

Can I live and be a Christian
On the railroad with its care,
With its thousand frets and worries,
Aggravations here and there?

Can I live and be a Christian?
With so much to make me sad?
Can I keep my heart uncalloused
With no Sabbath to be had?

Yes, though there be temptations
Turn whatever way I will,
I can live and be a Christian
Working on the railroad still.

If my purpose is to follow
Jesus, who was crucified,
I can live and still be faithful,
Though I may be sorely tried.

But 'tis hard to have no Sabbath,
God's appointed day of rest;
Yet He put me on the railroad
And he knoweth what is best.

I can tell you why He did it,
For His sake I'll suffer loss;
He will surely make me faithful,
Leading trainmen to the cross.

And some day 'mid awful crashings,
Some stout-hearted engineer,
Or some worthy, faithful fireman
May just need a word of cheer.

Or, may be a brave conductor
Or a hero at the brake
Will need by hurried whisper:
"Father, Save, for Jesus' Sake."

So I'll work upon the railroad,
Taking all things as they come,
SERVING CHRIST and hoping daily
I may be a help to some.

Till that day when He shall call me
To that glorious land of rest,
Then if I have done but little,
Christ will know I've done my best.

—Exchange.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During July the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands: Anna Smith, Eleanor Jacobs, May Heldenbrand and Belle Onsel.

Suburban Flagman E. Brennan on train No. 223, July 28, lifted employe's suburban pass account having expired and collected cash fare.

Conductor L. N. Turpin on train No. 9, July 3 and No. 24, July 4, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor D. S. Wiegel on train No. 1, July 5, declined to honor foreign interline ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 2, July 22, he declined to honor card ticket account having expired and collected cash fare.

Conductor R. W. Carruthers on train No. 525, July 11, declined to honor card ticket account having expired and collected cash fare.

Conductor H. B. Jacks on train No. 34, July 11, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Conductor J. McAninch on train No. 2, July 29, lifted going portion of employe's trip pass account return portion being missing and collected cash fare.

St. Louis Division

Conductor J. H. Lewis on train No. 9 July 23 lifted employe's trip pass account limit having been altered and collected cash fare.

Conductor C. T. Harris on train No. 302, July 25, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Springfield Division

Conductor J. B. Stewart on train No. 124, July 4, declined to honor simplex ticket ac-

count having expired and collected cash fare.

Tennessee Division

Conductor S. E. Matthews on train No. 6, July 3, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. E. Nelson on train No. 4, July 21, lifted annual pass account having presented for transportation of other than party named thereon. Passenger purchased other transportation to cover trip.

Mississippi Division

Conductor F. J. Hines on train No. 6, July 23, declined to honor mileage book account having expired and collected cash fare.

Louisiana Division

Conductor G. O. Lord on train No. 1, June 21, lifted mileage book account being in improper hands and collected other transportation to cover trip.

Conductor E. S. Sharp on train No. 313, July 1, declined to honor mileage book account having expired and collected cash fare.

Conductor R. E. McInturff on train No. 35, July 14 and No. 23, on July 21, declined to honor card tickets account having expired and collected cash fares.

Conductor L. E. Barnes on train No. 34, July 11, lifted employe's term pass account having expired and collected cash fare.

On train No. 34, July 13, he lifted employe's term pass account passenger not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

On train No. 34, July 19, he lifted monthly school ticket account having expired and collected cash fare.

Memphis Division

Conductor J. S. Lee on train No. 402, July 4, lifted employe's term pass account having expired. Passenger refused to pay fare and was required to leave the train.

On train No. 403, July 10, he lifted employe's term pass account passenger not being provided with identification slip Form 1572 and collected cash fare.

Conductor W. G. Beanland on train No. 42, July 7, declined to honor mileage book account having expired and collected cash fare.

Conductor H. J. Lawrence on train No. 14, July 13, lifted mileage book account being in improper hands and collected cash fare.

New Orleans Division

Conductor A. L. Williams on train No.

34, July 1, declined to honor mileage book account having expired and collected cash fare.

Conductor M. J. Moody on train No. 21, July 2, declined to honor time pass account being presented for transportation of passenger not entitled to passage thereon and collected cash fare.

Illinois Division

Conductor McNeill has been commended for discovering Southern 181227, moving in train extra 1780, June 29th, improperly billed. Car was set out in old yard at Champaign and reported to dispatcher at Hayes.

Switchman M. Thompson has been commended for discovering and reporting car in extra south, June 30, with broken flange. Car was set out in order that repairs could be made. This action undoubtedly prevented possible accident.

Conductor J. McManus has been commended for discovering and reporting F. C. T. S. S. cars 12 and 13, train extra 1728, June 30, with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Conductor H. C. Flora has been commended for discovering and reporting I. C. 122338 without light weight stencilled on same. Arrangements were made to have car stencilled.

A. L. Barnard has been commended for inducing a gentleman going to Marshfield, Wis., to use our service from Memphis instead of going via St. Louis, which route he had contemplated.

Operator G. DeMoss has been commended for discovering brake rod hanging low, train 18. Train was stopped at River Bridge rod properly adjusted.

Conductor George Lindsay has been commended for discovering and reporting I. C. 107481 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Section Foreman P. G. Beaudreau has been commended for discovering and reporting brake beam on car in extra 1635 north, April 7, passing Gilman. Train was stopped and brake beam was removed, thereby preventing possible accident.

Towerman Geo. Lippe, Forty-third street, has been commended for precaution taken before giving clear interlocking signal to express suburban 415, July 12. This action undoubtedly prevented possible accident.

Mr. B. F. Dressler has been commended for discovering broken rail on track No. 3 north of Flossmoor depot, 5:15 a. m., June 2, and notifying dispatcher at Chicago. This action undoubtedly prevented possible accident.

Mr. P. McDonough has been commended for discovering brake beam dragging under M. C. freight train north bound engine 7884, track 4, near 31st Street 4:20 p. m., July

14, and flagging train and advising crew. This action undoubtedly prevented possible accident.

Car Repairer Gustow Motschall has been commended for discovering broken flange on M. C. 6406, passing Kankakee Junction, extra south, June 30, and taking necessary action to have car set out. This action undoubtedly prevented possible accident.

Foreman P. G. McGuire has been commended for discovering hot box on extra 1752 south, and notifying crew who took necessary action to avoid accident.

Switchman James Markland has been commended for discovering broken flange on I. C. 86443, extra north 1663, and calling attention of crew to same who handled car carefully to avoid derailment and notifying car foreman in order that repairs could be made. This action undoubtedly prevented possible accident.

Mr. George Smith of Melvin has been commended for discovering and reporting broken flange on I. C. 110829, passing Melvin, extra 1778 north, July 21. This action undoubtedly prevented possible accident.

Flagman R. O'Connor, Suburban train 634, has been commended for discovering and reporting cattle guard at bridge 168 at Harvey on fire, July 29. Fire was extinguished before considerable damage occurred.

Conductor A. E. Burke has been commended for discovering and reporting P. M. 10141 improperly stencilled while moving in extra 1658 south, August 3. Arrangements were made to have car restencilled.

Brakeman W. J. Rapstock has been commended for turning in at Kankakee 30 pounds of babbitt, saved from hot boxes given attention on his train.

Conductor H. C. Flora has been commended for discovering and reporting I. C. 86709, extra 1598, August 23, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor Geo. Lindsay, extra 1635 south, August 19th, has been commended for discovering and reporting B. R. C. 367 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor H. F. Carroll has been commended for discovering bad order draw bar in car passing Gilman, extra 1576 north, August 12, and notifying train crew by whom car was set out, thereby removing possible cause for an accident.

Car Inspector Herman Gresen at Kankakee has been commended for discovering P. M. 11000, extra 1595 north, August 8, with broken arch bar, and notifying conductor. This action undoubtedly prevented possible accident.

Conductor H. C. McElroy, extra 1729, July 21, has been commended for discover-

ing and reporting I. C. 112539 improperly stencilled. Arrangements were made to have car stencilled properly.

Towerman Campbell, Harvey, Ill., has been commended for observing something wrong with trucks of third car, passing Harvey August 2, and reporting same promptly so that train could be stopped at Matteson and inspected, at which time it was discovered that brakes were sticking. This action undoubtedly prevented possible accident.

Springfield Division

Brakeman L. D. Banks, Clinton, Ill., has been commended for discovering arch bar under I. C. 119509, train 164, broken. Car was set out at Ramsey, in order that necessary repairs could be made. This action undoubtedly prevented possible accident.

Conductor C. H. St. John, Brakeman J. W. Potter, Brakeman Thomas Brooks, Engineer J. E. McIntyre and Fireman H. E. Zook, extra 1592, June 30, have been commended for discovering and extinguishing fire bridge 273-9, second bridge south of Mont. Section men at Mont were instructed to go and look after the situation.

Agent J. F. Umpley, Dunkel, Ill., has been commended for discovering and reporting two broken angle bars at rail joint near south switch leading to siding, July 9. This action undoubtedly prevented possible accident.

Brakeman C. D. Majors, Champaign, Ill., has been commended for firing engine from Lincoln to Clinton when fireman on engine 484, train 692, July 17, became sick. This action undoubtedly prevented possible delay.

Mr. Robert Corrigan, Car Inspector A. W. Tilly and Switchman John McCormick have been commended for discovering and extinguishing fire on Coach 2036, Clinton, July 15, thereby preventing material damage to the coach.

Brakeman Guy Parkison, Clinton, Ill., has been commended for volunteering to fire engine 739, Walker to Clinton, train 196, August 10, when engineer was called to Clinton on account of sickness of his brother. This action prevented delay.

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering and reporting broken arch bar of U. R. T. car 1569, train 152, passing over Wabash crossing Decatur, August 3. This action undoubtedly prevented possible accident.

Brakeman Roy Tarvin has been commended for voluntarily firing engine 1766, train 172, July 24 to Clinton when fireman became sick at Decatur. This action prevented delay, which would have resulted in procuring another fireman.

Minnesota Division

Signal Foreman H. E. Bishop, East Dubuque, has been commended for discovering and reporting brake beam dragging on

car in extra 1774 east, east of East Cabin, July 10. Train was stopped and necessary attention giving to dragging brake beam, thus avoiding what might have been a serious accident.

Section Foreman G. W. Parker has been commended for discovering and calling Conductor Schiel's attention to bent axle on S. R. L. 16050, August 6, while train 2nd 71 was heading in at Earlville. Car was set out in order that necessary repairs could be made. This action undoubtedly prevented possible accident.

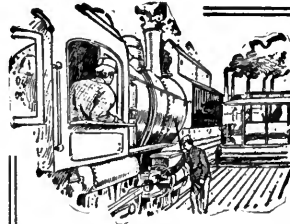
Fireman R. W. Demming, employed as night watchman on work train near grant has been commended for discovering derailed car P. M. 51834, train extra 1588 west, August 14. Conductor was notified. This action undoubtedly prevented serious accident.

Wisconsin Division

Signal Maintainer H. C. Mattis has been commended for discovering and reporting serious washout east of culvert 45-6, between Bowes and Plato Center, July 18. This action undoubtedly prevented serious accident.

Memphis Division

Section Foreman Joe Rogers, Duncan, Miss., has been commended for discovering



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and reporting brake beam dragging under car in extra 687 north as train passed section house at Duncan July 4. Conductor was notified and beam removed, thereby preventing possible accident.

BANANA RECEIPTS—EASILY PREPARED

Sliced Bananas—For breakfast, bananas sliced with any variety of cereal or breakfast food makes an especially nourishing and appetizing meal. Or sliced alone, with cream and sugar, and served with the coffee and toast, constitute a pleasing meal.

Banana Croquettes—Peel the bananas—cut into short lengths, rounding the cut inside—dip in beaten egg—roll into sifted crumbs and fry until tender and brown—serve hot with any kind of roast meat.

Bananas with Bacon or Ham—Prepare the fruit as for banana croquettes. Cook in the same manner, using bacon fat in place of butter, and serve on the platter with broiled bacon or ham. This dish with a salad makes an exceedingly good luncheon.

Fritters, Hot—Cut bananas lengthwise in two—dip them in a frying batter—fry them in very hot fat or lard—dry and sprinkle with powdered sugar—serve with wine of sherry sauce.

Fried, Hot—Cut some bananas lengthwise in two—roll them in finely pulverized macaroons and then in flour—fry in very hot oil or lard until they acquire a good color—serve with a sweet sauce.

Club Style, Hot—Cut one strip of the skin of a banana one inch wide and about two-thirds of the length of the banana just to expose a part of the inside—sprinkle with powdered sugar and bake in a hot oven.

Salad—Fresh bananas cut in slices or dice, mixed with grape fruit and oranges—add plenty of sugar.

A LAUGH OR TWO

Teacher—Now, Willie, where did you get that chewing gum? I want the truth.

Willie—You don't want the truth,

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teacher, an' I'd rather not tell a lie.

Teacher—How dare you say I don't want the truth. Tell me at once where you got that chewing gum.

Willie—Under your desk.

A child of strict parents, whose greatest joy had hitherto been the weekly prayer meeting, was taken by its nurse to the circus for the first time. When he came home he exclaimed:

“Oh, mamma, if you once went to the circus, you'd never, never go to prayer meeting again in all your life.”

John Phillips, the magazine editor, has a suspicion that form letters are sometimes dangerous. Not long ago he wrote a letter of complaint to a Western railroad explaining in detail why he had preferred to sit up all night in a smoking compartment rather than share his berth with a fine line of bugs that are not called by their first name in polite society. The letter of apology that he received was so much of an apology and so reasonable an explanation, that Mr. Phillips felt perhaps he had been unreasonable in filing his complaint, when he happened to notice that his original letter, through error, had been returned with the letter of apology. Looking at it, he saw scrawled across the top this blue-pencil indorsement:

"Send this guy the bedbug letter."

What the Menu Means

First Customer—Waiter, bring me a bottle of Médoc!

Second Customer—Waiter, bring me a bottle of St. Emilion!

Third Customer—Waiter, bring me a bottle of Pomade!

Fourth Customer—Waiter, bring me a bottle of Clos-Vougeot!

Waiter—All right, gentlemen. (To kitchen)—Four bottles of red wine.—Le Pele-Mele.

Division News

General Offices

The *Chicago Tribune*, under date of August 23rd, announces the departure of Miss Mary H. Wood with a group of Red Cross nurses to join Hospital Unit No. 12 in Europe. Many employes will remember Miss Wood as one of the nurses at the Central Hospital and wish her success.

WISCONSIN DIVISION

The Government Cantonment known as "Camp Grant," Rockford, Ill., (of the Freeport District, Wisconsin Division) which has been in process of erection for the past sixty days, is now nearing completion.

Camp Grant is located one mile south of the city limits of Rockford, on the east side of Rock River, and on the north side of Kishwaukee street, comprising 3,500 acres.



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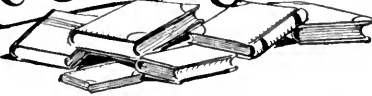
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It is impossible in a short sketch to reflect the amount of work occasioned in the erecting of this Cantonment Camp, which is to house some forty thousand soldiers, in this short period of time, but some idea may be gained when it is known that all of the buildings thereon have been equipped with all the conveniences of a modern city, such as water, sewer, gas, electricity, hospital buildings, etc. The sanitary conditions are nearly perfect as is evidenced by the fact that there are but seven or eight patients confined in the hospital at this time, although there has been employed on an average of eight thousand workmen per day at this site. Also some several hundred soldiers on guard duty.

A modern fire station has been built and all equipment installed necessary for the prevention of fire losses.

All construction work has been done by Bates & Rogers Construction Company of Chicago and the pay roll of that company is worthy of mention. Same is handled by twenty paymasters under the supervision of twenty government inspectors. The payroll for the week ending August 25, amounted to \$361,639.00.

When the last census of Rockford was taken in July, 1917, the population was shown as 60,000. It is claimed that the actual population, including surrounding suburban towns is about 70,000, to which when added the number of soldiers who will shortly arrive at Camp Grant, will give the city of Rockford a total of from 110,000 to 120,000 inhabitants.

Camp Grant is now under the personal command of Major General Thos. H. Barry and a new residence has been erected for the personal use of himself and family.

INDIANA DIVISION.

A. D. Bullock, piecework checker and D. W. Branan, clerk in general car foreman's office, Mattoon, have enlisted in military service in the signal corps and are now located at Ft. Sam Houston, Texas. On account of these vacancies D. McLean and Garland Leach have entered the service.

Several persons on Indiana Division have heard from Warren Stephenson, of Master Mechanic Bell's office, and J. A. Law, conductor, who are now with the Illinois Central regiment "somewhere in France," and

they seem to be enjoying the life over there.

Miss Helen Lee Brooks of the superintendent's office has returned from an extended trip to California and other western points.

Miss Edna Riggs is spending a month in Dubuque, Iowa. She is being relieved by Miss Lillian Hoffman.

Miss Victoria Gustafson of the chief dispatcher's office is having a vacation, spending most of the time resting at home.

The dispatchers are also vacationing. P. G. Evans is expected back in a few days, being relieved by Extra Dispatcher O. H. Hallmann, when J. N. Smith will leave for Kansas. Chief Dispatcher Keene was gone the early part of August, visiting Dubuque, Iowa, and various places in Indiana.

George Lahey is a new clerk in the accounting department. Earl Brown, who for several years has been on Indiana Division, accepted a position with the auditing department, and is now located at Dawson Springs, Ky.

A. B. Cameron has relieved H. T. Rivers as chairman in the roadway department, who was transferred to Dawson Springs, Ky.

The movement of melons has been late this season; due to the cool weather they have been slow in ripening, but the members of Indiana Division office force will vouch for the quality and quantity of each watermelon, basing their judgment on the samples sent us from Posey county.

Wm. Bosley, engineer, will leave soon to visit in Detroit, Mich.

M. Boulware, stockkeeper Mattoon shops, has returned from a camping trip. Of course, he had "one good time."

Miss Florence McShane of the superintendent's office has returned to work after a vacation.

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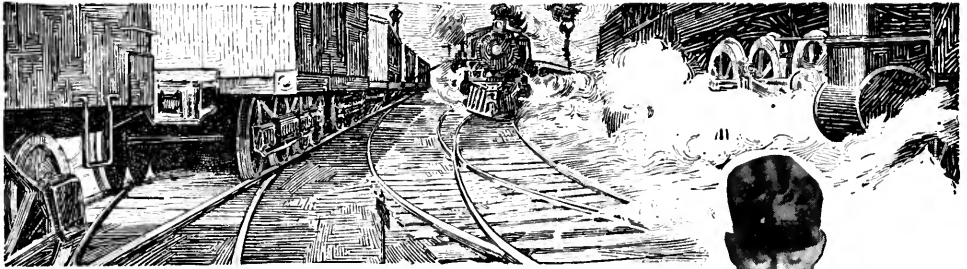


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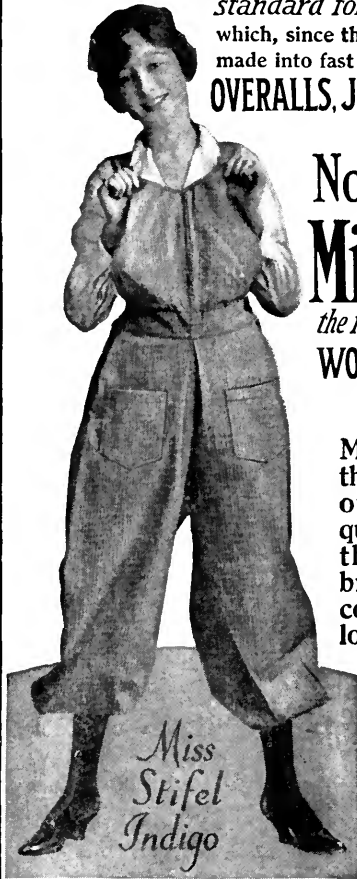
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JOHN J. PELLEY

Mr. John J. Pelley entered service as track apprentice Aug. 29, 1900. Appointed Supervisor on Indiana Division Aug. 1, 1904. Transferred to Memphis Division of the Yazoo & Mississippi Valley Nov. 1, 1905. Appointed Road Master on Louisiana Division, with headquarters at New Orleans, Jan. 15, 1908. Transferred to the Tennessee Division June 6, 1911. Appointed Superintendent Tennessee Division, with headquarters at Fulton, Ky., May 10, 1912. Promoted to Superintendent of the Memphis Division of the Y. & M. V., headquarters Memphis, Tenn., Sept. 15, 1915. Appointed General Superintendent Southern Lines of the Illinois Central, headquarters at New Orleans, La., Aug. 1, 1917.

ILLINOIS CENTRAL Magazine

Vol. 6

OCTOBER, 1917

No. 4

Letter From Vice-President T. J. Foley

Letter No. 2

Chicago, September 27, 1917.

TO TRAINMEN AND ENGINEMEN:

At this critical period in our history, due to the titanic struggle in which the country is engaged, the government and the people are asking of all railroad men the maximum of efficiency. Here are the words of President Wilson: "To the men who run the railways of the country, whether they be managers or operative employees, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that these arteries suffer no obstruction of any kind, no inefficiency or slackened power."

Mr. Daniel Willard, chairman of the Advisory Committee on National Defense, recently said in a memorable address that the railroads will not be able, no matter how hard they try, to carry all the freight that will be thrown upon them during the war. He said they would be able to carry all the food-stuffs necessary, the coal and munitions, the steel to make new ships, and all of the things necessary from the standpoint of winning the war, which would require 75 per cent of their carrying capacity, leaving only 25 per cent of capacity for the ordinary business of the country.

Hon. Edgar E. Clark, member of the Interstate Commerce Commission, and representative of the Commission on the Railroad War Board, in an address delivered July 11, 1917, among other things said: "We realize that this situation, the congestion on the railroads, the abnormal demand for transportation, came almost out of a clear sky. We realize, as the average person does not realize, that the demands for transportation probably exceed the possibilities even if the maximum of efficiency be worked out. It follows that somebody may have to go without transportation he desires to have."

Mr. Charles H. Markham, President of the Illinois Central, in an article published September 14, 1917, showed how, within five days after the declaration of war, representatives of all the railroads in the country met in Washington and voluntarily merged the railroads into one great organization, placing 265,000 miles of railroad under the direction and control of a Railroad War Board composed of five men, Mr. Fairfax Harrison, Chairman; Mr. Howard Elliott, Mr. Julius Kruttschnitt, Mr. Hale Holden and Mr. Samuel Rea, with headquarters at Washington. This stupendous act on the part of the railroads is without parallel in the history of the world. Mr. Markham said: "When we entered the war the prohibition against con-

certed action and unified operation ceased to be enforced and with the helpful co-operation of shippers the managements of the railways have since made increases in efficiency that are remarkable. In 1916 they handled much more freight with each mile of line, each car and each locomotive than ever before; but they are at present far exceeding the record made in 1916. For example, in June, 1917, they handled 23 per cent more freight traffic with each mile of line, 21 per cent more with each freight locomotive and 20 per cent more with each freight car than they did in June, 1916."

It would seem that the only slack left in the railroads is the slack which the people themselves, who are asking for maximum efficiency, have placed in them. Little impediments to operation, in the aggregate, constitute great obstructions. For instance, on the Illinois Central system there are 480 speed restrictions. Practically every hamlet, town and city has its speed restriction, the great majority of which are six miles per hour for freight trains. These restrictions, in many instances unreasonable in the extreme, constitute an enormous burden on interstate commerce. On the main line of the Illinois Central between New Orleans and Chicago there are 91 places where the speed of freight trains is restricted, either by ordinance or state law, the total distance embraced in these restrictions being 57 miles. There are 48 places where passenger trains are required to reduce speed to six miles per hour. Between Omaha and Chicago there are 36 speed restrictions for freight trains and the same number for passenger trains. Many of the places where trains are required to slow down to six miles per hour are mere villages.

The loss of time resulting from complying with unreasonable speed restrictions on the Illinois Central system is equivalent to a day's work of 49,883 men in each year. This waste is particularly burdensome at this time when the shortage of labor is a tremendous handicap to efficient operation. Ten thousand more men could now be used on the Illinois Central system if they were available. Complying with these restrictions means the waste of 361,533 tons of coal per year, of the value of \$758,030.00 at present prices. It means the waste of 10,021 locomotive days in each year, and there is an unprecedented shortage in locomotive power. It means the waste of 248,522 freight cars for one day in each year. Figuring this waste, due to unreasonable speed restrictions, another way, I find, that if these speed restrictions were abolished, the Illinois Central could haul 99,408 additional freight cars 100 miles per year with the same number of locomotives and men, or it could haul 1,705,080 additional tons of freight a distance of 100 miles with the same number of locomotives and men. Assuming that speed restrictions throughout the United States average the same per 1,000 miles of track as they do on the Illinois Central system, there are 21,200 speed restrictions in the United States. Complying with these speed restriction laws means the loss to the country of 2,203,210 men for one day in each year. It means the loss of 15,967,840 tons of coal of the value of \$33,479,570.00. It means the loss of 442,550 locomotive days in each year, and the loss of 10,934,968 freight cars for one day in each year. It means that if these unreasonable speed restrictions were abolished the railroads of the country could haul 4,373,952 additional freight cars a distance of 100 miles, or that they could haul an additional 75,023,520 tons of freight a distance of 100 miles in the course of a year. In these calculations, no allowance is made for the loss of time and money occasioned by pulling out draw-bars and damage to equipment on account of slowing down and starting up heavy freight trains, and railroad men will understand that this loss is considerable.

I have not heard that there is a disposition anywhere to co-operate with the railroads by removing unreasonable speed restrictions. Shippers have

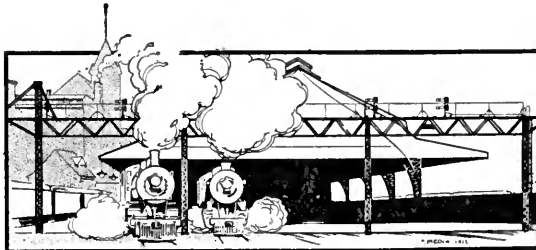
taken a lively interest in co-operating with the railroads in increasing their efficiency, but the authorities in the villages, towns, cities and states have not done anything. Perhaps this is because they have not been asked to do so. I think it would be meet and proper for you gentlemen to discuss this matter with the people whenever you have an opportunity.

Speed restrictions are intended to make it safer for pedestrians and occupants of vehicles, both horse-drawn and motor-propelled, regardless of the inconvenience to transportation. It is thought by many that if trains are required to go through towns slowly and softly, with enginemen and trainmen on the lookout, that there will not be so much danger of accidents. The effect of this is to educate the public to become careless about railroad tracks. There ought never to be anything done towards teaching the public that railroad tracks are safe. The public ought to be taught that they are dangerous in the extreme, and the more dangerous they are the more care will be taken by the people themselves to avoid accidents. The idea of placing responsibility on the railroads for safety at railroad crossings is wrong. In theory it sounds fine, but in practice it does not prevent accidents. I believe the tendency of the people to rely on crossing flagmen, gates and alarm bells, instead of relying on their own faculties, has been responsible for more crossing accidents than it has prevented. Crossing flagmen occasionally err in giving signals and this results in accidents. The most approved gates once in a while get out of order, for a short time, it is true, but usually long enough to cause an accident. The same is true of alarm bells, and even when they are in order they ring so much that the public become neglectful of them. Crossings considered the most dangerous, we know from experience, are the scenes of fewer accidents than crossings considered comparatively safe. If speed restrictions were removed, in my opinion, accidents would not increase, because the people would become educated to look out for themselves at railroad tracks, instead of depending upon others to look out for them.

Every railroad man, from laborer to president, constitutes a part of an army of 1,750,000 railroad men in this country who are subordinating everything else to helping win the war. The great strides which the railroads have made towards increasing efficiency proves that railroad men are loyal and patriotic and will not be outdone in winning the war by any other class of citizens. No part of such a body of men ought to be required to become lawbreakers in order to fulfill the obligations resting upon them of speeding up the country's commerce at this time when so much depends upon rapidly transporting foodstuffs, munitions and men. The trains should have the right of way.

Yours truly,

T. J. FOLEY,
Vice-President.



PUBLIC

OPINION



OUR MONTH'S PLEASANT VACATION

Lest I weary my readers by further prolongation of my memorable vacation and how it pleased me, I shall close the series of sketches with this, the last one, begging pardon for having afflicted them with personal recollections of no interest to them.

My trip was educational in the extreme, for it was taken at a time of life when the mind is in a receptive mood for garnering information that travel only can impart. It impressed me profoundly with the glory and beauty, the might and grandeur, the industrial development and thrift of this great country of ours, whose titanic energies are harnessed for and directed toward winning a substantial peace for mankind, above and beyond the lust of autocratic power for conquest. A life passed revolving in the orbit of a small community can form no adequate conception of what these United States are and what they represent in power and resources. If an individual leaves home cherishing the conceit that he is a unit of great importance in the affairs of the world it is soon taken out of him by the discovery of the Tennysonian fact "that the individual withers and the world is more"—that as his own insignificance dawns upon him the world looms up larger and larger until he finally concludes that the individual is as a grain of sand upon the boundless beaches of humanity. If for no other reason than this the consequential man should go abroad and min-

gle with the outer world and make the discovery for himself that a big I at home is a microscopic object abroad. Ordinarily, the garrulous and loud-mouthed at home are mute and timid abroad.

Getting back to the university, I must say a word in praise of the patriotism of the student body. When the tocsin of war was sounded, 2,300 students quit their studies to join the colors. In fact, the entire student body was thrilled by the call, resulting naturally in the demoralization of the whole. When I visited the campus, it looked deserted. Those who did not volunteer at once

went home to make preparations to do so. The university being co-educational, there is a large number of young women enrolled, so it will be seen that the 2,300 young men that volunteered for military service comprised quite half of the male student body. I feel proud over this patriotic record of my alma mater.

Returning to Washington I took up again the thread of sight-seeing. Our hosts renewed their attentions to us and made us feel that there was nothing too good for us and no expense too great for them to incur to make our sojourn with them pleasant and memorable. Maurice Spencer is a bon vivant and his gracious wife is a pastmistress in culinary accomplishments; hence it will be seen that the inner man was provided for without stint with the best that Center market afforded, and this is the

largest and best market in the country and is a wonder to those who visit it and inspect its many departments, teeming with the best there is in meats, poultry, fish, fruits, vegetables and game. While down town alone with Mr. Spencer he introduced me to two friends of his, Mr. Ginger A. Highball and Mr. Little N. Clam—acquaintance I was pleased to make. What Mr. Spencer does not know about these things is not worth knowing.

Before closing I must say a word or two about this former citizen who left Crystal Springs more than twenty years ago to enter the service of the government. He has been very successful. He has purchased an elegant brick residence which is comfortably furnished and has all modern conveniences. At the head of this cozy establishment is his gracious wife, one of the most handsome and amiable women it has been my pleasure to know. I have been acquainted with her for many years, but it was not until this summer that I came to know her and to know her is to love her and this is the feeling that I cherish for one who did much to make our visit to her home one of the most pleasant memories I shall cherish of my sojourn under her roof in Washington.

One observation more and I am done. I traveled over many of the best railroads in the United States during my junket, but none excelled in comfort, speed, equipment and polite attention the great railroad that passes our doors—the incomparable Illinois Central. On my return trip to Louisville, I felt that I saw the face of an old friend when a coach on a siding bore the inscription "Illinois Central." The sight of land to the mariner at sea was not more welcome to him than to me was the legend on the passenger coach, which means so much to those who by contrast learn to know the good from the bad. Our own great system is without a rival in the luxuriousness and safety of the service it renders the public.

To all who have read these random shots we bid adieu.—*Crystal Springs (Miss.) Meteor, Sept. 14, 1917.*

I. C. PURCHASES TRACTOR OUTFIT

Will Till Right of Way from Centralia North on Both Lines

The Illinois Central is going to purchase a tractor and gang plows for the energetic cultivation of their right of way between Centralia and Mattoon on the branch, and between Centralia and Pana on the main line.

G. B. Harper, general development agent of the Illinois Central, expects to have the tractor equipment here the first of next week, and Dairy Commissioner Matthews is going to begin work at once, continuing more rapidly and efficiently the patriotic work this great system is doing for the increasing of the food supply of the country by putting its right of way under cultivation and producing for the benefit of the people, as well as affording demonstration of modern agricultural methods to the farmers residing along the line.

It is estimated that four-fifths, approximately, of the right of way between the above mentioned points can be cultivated. Wheat will be sown first as an emergency crop to aid in feeding our soldier boys, following which it is the purpose to sow ground in sweet clover and alfalfa and such leguminous crops as will aid in building up the land, while at the same time furnishing feed for dairy cattle—the real end in view in the Illinois Central development work of making this part of the state a profitable dairy section.

The ground just above the junction of the two lines is now being brought under cultivation, and Commissioner Matthews has already made a good start for the Illinois Central idea of doing rather than preaching. When the tractor outfit arrives the first of the week it will start on the work on the right of way between here and Mattoon, and it is hoped to be able to either get another tractor for the work toward Pana, or hire one so the work may be prosecuted with energy on both lines.

Mr. Harper is putting the punch behind the work and is enthusiastically backed in the dairy development work in this section by Vice-President F. B. Bowes.

Such constructive and practical work cannot help but be profitable eventually to all the communities along the line.—*Centralia Evening Sentinel, August 24, 1917.*

SPEEDING UP THE RAILWAYS

The chairman of the Railway War Board announced yesterday that passenger trains aggregating over sixteen million miles a year had been saved by its processes of operating the railways as a unit.

Our freight service has been increased, with the assistance of methods of administration of equipment obviating the necessity of decrease in accommodations. Shippers are co-operating in quicker loading and unloading, and thus setting cars free for other users. Carloads have been increased, and engine power which had been wasted has been put to hauling longer trains. The capacity of 779,000 cars has been added without buying the cars, and three billion ton miles have been added within a single month. No nation outside of the United States has a total service equal to the addition to the railway facilities of this country.

There are those who will wonder why this was not done before, and who will regard it as implying the vindication of the Interstate Commerce Commission in its advice that the railways should not ask higher rates until they had made better use of the earning power of their existing facilities. That leaves out of account that the railways are now being helped where they were hindered, and that their prospective profits will come from withholding many free or unnecessary services which their customers were constantly asking and getting without any increase of rates. Free storage, lighterage, frequency of train service, luxury of travel were among forms of competition of service which succeeded competition in rates. That form of com-

petition has been checked, if not stopped, with the result that the customers of the railways are getting a larger aggregate of service of a lower standard of accommodation. The luxuries have given way to necessities, and a great deal is being endured which would have aroused spirited protest under other conditions.—*New York Times, July 19, 1917.*

RAILROADS DOING THEIR DUTY

No class of our citizens have shown a greater readiness than those in charge of the operation of railroads to co-operate with those in authority in making their service as effective as possible in supporting all efforts of the government in the transportation and distribution of supplies affecting the war preparations or prosecution.

The railroads are represented on the Council of National Defense and the War Board, and their representatives are working harmoniously with those of the government. This is much better for both the railroads and the government than giving the latter direct control and arbitrary power. What the railroads evidently need and desire is sufficient authority to adjust their business to requirements for both the government and the public.

The railroads are really submitting to a good deal of hardship in striving to comply with demands and requirements. Their liberty is a good deal restricted and they are subject to extra expense without any ability to adjust their income. They may need to expend much in increased facilities, with costs unusually high, but they cannot increase their charges for any class of service without special permission.

The railroads are engaged in a "quasi-public service" and are subject to regulation, but they have corresponding rights necessary to the full performance of their duties. There is an opportunity now for public authority and private interest to get together for mutual support in a common cause.—*New York Journal of Commerce, June 23, 1917.*

RAILROADS GIVING SERVICE

The railroads which, a year ago, seemed more or less unable to meet the traffic demands of the country, are today giving the nation the finest example of efficiency in meeting the emergencies which the war conditions have produced. This is being accomplished by co-operation, such as the pooling of equipment and the utilization of equipment so as to get the most service out of it—two things railroads never did during their useless and expensive competition.

Under the direction of the railroads' war board executive committee, freight cars are being sent where the traffic demands are the heaviest, and shippers are compelled to load cars more nearly to their capacity. The report of the first month's results of this system has been made public, and it shows that without any additional equipment the railroads of the country hauled 16 per cent more freight in April of this year than in April of last year.

The April results are the minimum the railroad war board expects to get from its reorganization of railroad service, because that was the first month the new methods were employed, and neither railroads nor the shipping public had adapted themselves to the change. The board announces it expects, without any additional equipment, to make the efficiency system it now has in operation equal to 779,000 additional freights cars. *New Orleans, La., Item.*

HELPING TO WIN

The American Railway Association, through its special committee on national defense, has issued a circular to all railroad men, the principles of which are certainly possible of general adoption.

The committee points out that every time the handler of a single truck in a freight warehouse puts extra effort into the handling of his truck, and thereby expedites just that much the handling of freight, he has done something to increase the effectiveness of the United States and bring it just that much nearer to victory. Every time the crew of a

railroad locomotive adds fifteen miles a day to the running power of that locomotive they will have done something to put an end to the war. Every time that crew is extra careful in the handling of that locomotive, and thereby keeps it just that much longer out of the repair shop, it has put an extra punch into the chances of the United States being a victor in the war.

When it is remembered that the great problem in connection with the war is the supplying of food and munitions it will easily be seen how vastly important are these suggestions regarding the increase of transportation.—*San Antonio, Tex., Light.*

GOOD WORK OF RAILROADS

Not only have the railroads virtually placed their trackage, rolling stock and equipment at the disposal of the government for the movement of troops and military supplies—to do which necessitated the curtailment of a vast amount of remunerative business of a civilian nature—but they have gone to considerable pains and expense to provide themselves with altered or additional equipment to conform with possible governmental needs.

Which, of course, is in line with the patriotic duty of an industry which has thriven under the flag's protection. It all comes about in line with what the business and industrial interests of the country generally are doing, and in a sense is nothing more than was reasonable to have been expected of the railroads.

But the great rail systems of the country have even gone outside of their basic functions of freight and passenger transportation in order to assist the government, and in the production and conservation of the food supply they have exerted, and are exerting, a splendid aid and influence.—*Atlanta, Ga., Constitution.*

WHAT THE RAILROADS ARE DOING

It must be said that among the various boards established to promote industrial

efficiency for war the Railroads' War Board shines in a number of favorable contrasts. It is not making much noise or occupying much newspaper space or frittering away its energies in fruitless internal wranglings. It has been quietly at work, and it is evidently doing its work.

As an example, under its powers of co-ordinating railroad effort over the whole country, it brought about an increase of 26 per cent during June in the car movement of bituminous coal. As another and more remarkable example, notwithstanding this speeding up of coal distribution, it has not only prevented any lessening of the movement in other freight, but has enlarged that as well.—*New York World, July 21, 1917.*

RESULTS OF RAILROAD CO-OPERATION

The special Committee on National Defense of the American Railway Association went on the job to help the country win, shortly after a state of war was declared. While farmers of the Northwest were setting out to make two blades of grass grow where but one grew before, the railroads prepared to do their bit by making one freight car do the work of two.

The railroads are now hauling the greatest tonnage they have ever moved, and the pressure is intense.

Some really big things are being done in the country in a quiet way, many of them not by the Washington officials,

but by business men who are making a business of helping the country in war.—*Minneapolis Journal.*

OUR RAILWAY "SOLDIERS"

Students of the system evolved by the Railroad War Board for taking care of government needs pronounce it a model of efficiency, and the railway officials who take orders from the War Board, not only call themselves "soldiers," but they behave as soldiers.

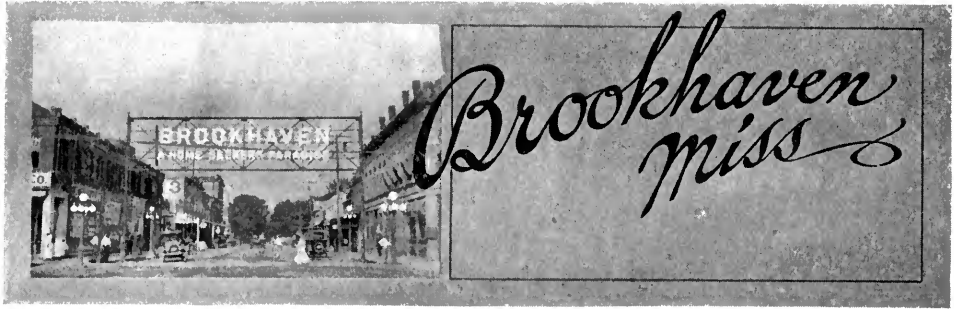
When a regulation is found to be necessary it is accepted in good spirit, however seriously it may effect a particular line. All the lines are operated practically as a part of a great system, and there cannot be absolute equality, from the nature of things. The Eastern lines, for example, are under greater pressure than those of the South.—*St. Louis, Mo., Globe-Democrat, July 21, 1917.*

RAILROADS IN THE WAR

Some idea of the demands which the government is making of the railroads for war work may be gathered from the fact that the roads were recently ordered to move nearly 69,000 empty cars in order to concentrate them on roads which will be used to move lumber for ships and cantonments and grain and cattle from the West and Southwest.

The promptness and vigor of the railroads' response is another illustration of the way in which Americans in every walk of life are measuring up to their duty.—*St. Louis, Mo., Republic.*





LOCATED 500 feet above sea level, 129 miles North of New Orleans, La., and the Gulf Coast, with the Gulf breezes rendering the nights cool and the climate delightful; with its beautiful homes and shaded streets, with a cultured and friendly population, Brookhaven is in truth a paradise, a garden, wherein the stranger is welcome and wherein there is remunerative and healthful employment for all. Real happiness and contentment consists in peaceful and satisfactory employment of time and in Brookhaven and Lincoln County everyone is busy.

Railroads

A section may well be judged by its transportation facilities. The great Illinois Central main line running from New Orleans, the greatest port in the South, to Chicago, the greatest city in the West, splits Lincoln County and Brookhaven wide open. Our population has the advantages offered by the fast and frequent passenger service de luxe, and the prompt and efficient freight service of this vast system.

The Mississippi Central Railroad running from Natchez on the great Mississippi River to Hattiesburg to the west, passes through Brookhaven and connects with the Y. & M. V. at Roxie, the N. O. G. N. at Wanilla and the Gulf and Ship Island at Silver Creek, giving unequaled communication with outlying rural and urban centers traversed by these lines.

The Brookhaven and Pearl River

Railway connects Brookhaven with Monticello, the county seat of Lawrence County, and passes through a well populated and fertile country.

Hotels

For the comfort and convenience of travelers we have a commodious and well equipped hotel, costing \$75,000, with all modern conveniences and many smaller hostleries, and numerous sanitary and attractive restaurants.

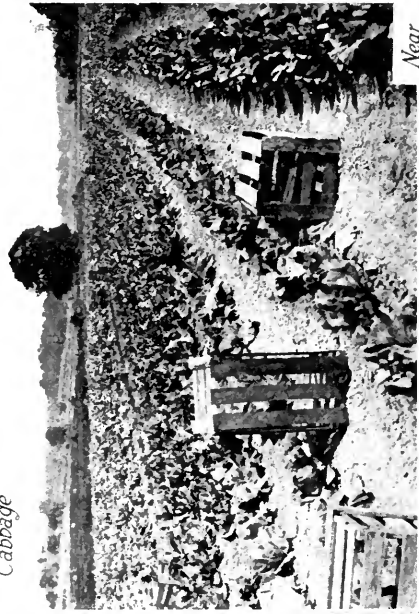
Industries

Brookhaven has two newspapers, one weekly and one semi-weekly, both alive to the public interest and tireless in their efforts to promote the general welfare. Both papers maintain large printing establishments and handle job and book work of large proportions.

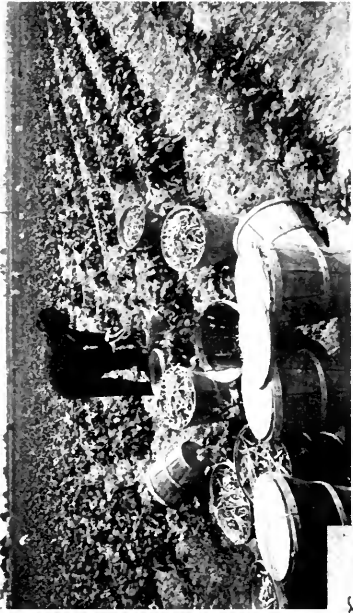
There are ninety or more enterprising mercantile establishments, including three large department stores, that would be a credit to a much larger city, and one wholesale grocery house, with traveling men covering South Mississippi.

Brookhaven is in the heart of the yellow pine district, with large lumber mills all about it, and these large interests maintain their general offices in Brookhaven. The wholesale lumber market in Brookhaven is probably as good as any in the South. There are two large planing and finishing mills

Cabbage

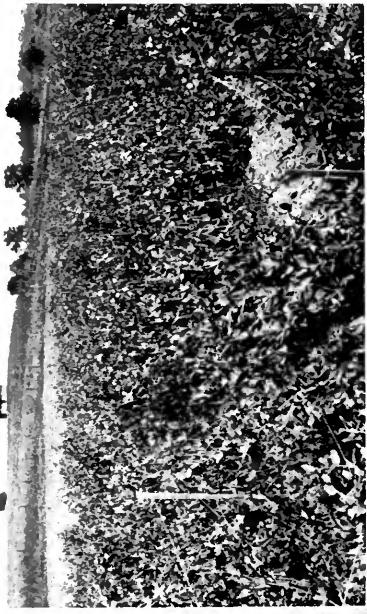


Beans



*Near
Brookhaven,
Miss.*

English Peas



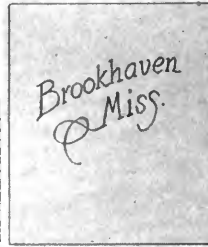
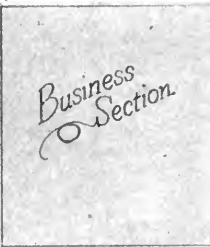
Hairy Vetch



located in the city itself, and a large handle factory utilizing the available hardwoods.

There is a large pickling plant and a splendid, well equipped canning factory taking care of such products as tomatoes, cucumbers, beans, cabbage, sweet potatoes, sorghum and cane. These products are raised in abundance and shipped in their natural state

no better oil mill in the State than that at Brookhaven. Highest prices are paid for seed and farm products, and a feed and mixing mill is a department of the plant, as well as one devoted to the handling of heavy grains and foods in a wholesale way. Our cotton compress has a yearly capacity of 40,000 bales, and is a storage warehouse for cotton issuing storage receipts nego-



to Northern markets in great quantities. We have in the accompanying cuts tried to illustrate the nature and extent of this great money crop.

There is a 50-ton ice plant supplying the city with the purest of ice, manufactured from pure distilled water, with unexcelled service. A large brick plant turning out common building brick and high class facing brick. Our public buildings are faced with these brick and they are being daily shipped to adjoining states. There is

tiabie as security for advances at any local banks. There are numerous well equipped and convenient garages and service stations for the motoring public.

Brookhaven has two first class creameries. These are fostering and promoting the dairy industry, which is one of our later developments and promising to become the greatest boon to our farmers. With this article can be seen some views of the growing dairy herds and the luxuriance of the agri-

cultural pictures may be attributed to the use of the home made fertilizers from these dairy cattle. Brookhaven butter is famous throughout this state and adjoining states, and its quality is the highest in the South and equal to the product of the older dairy sections, as evidenced by scoring contests conducted under the direction of a representative of the Department of Agriculture of the United States Govern-

years ago, and whose influence is reflected in the cultured community. Women prominent in all walks of life, in all parts of the country, have received their educational training at this institution and are always drifting back to renew their acquaintances in the beautiful little city, the home of their Alma Mater. There are two graded public schools with nine month terms and a school and convent under the



ment. And, while no names are published when these tests are made public, the creameries being represented by numbers, Brookhaven butter is always at the top.

Roads

Brookhaven has over 20 miles of hard graveled streets, and there are over 100 miles of graveled highways radiating in every direction from the city out into the rich country districts, and travel by automobile is easy and pleasant for the country resident.

Schools

This city is the home of Whitworth Female College, established over 50

care of the School Sisters of Notre Dame.

Public Buildings

All denominations are represented here, and the religious spirit of the community is well attested by the beautiful places of worship that have been erected and which form social as well as religious places of meeting for the various creeds. In a community so much given over to the attention to things spiritual the morals are, as a matter of course, good, and this is singularly so of this city. Notable among our public buildings is the U. S. Post Office Building, costing up-

ward of \$100,000, and being one of the best government buildings erected in the state.

This building provides everything needed to take care of the postal requirements of the city itself and for the rural delivery system raidating out of Brookhaven to nearby towns and country. The city has its own office building, in which the mayor and other city officers have their private and public offices. A large auditorium on the second floor provides a place for public meetings of all sorts, and on the ground floor is handsome quar-

truck conveys the firemen and apparatus to danger points at a moment's notice. Water in Brookhaven is pure and plentiful. The city is supplied by deep wells in which the water rises to a few feet below the surface and water can be secured from small bored wells at from 35 to 60 feet.

Fraternal Orders and Societies

The Masons have a beautiful building combining commercial property and a lodge building, which is also the home for various other orders and societies. Most every national order or society is represented here. The W.

Industries



Brookhaven Miss.



ters for the growing public library. A full time librarian is in charge of this branch and the library is fast assuming notable proportions. In the rear of this hall and really a part of it are the quarters for the fire fighting apparatus and the paid fire fighting force.

Public Utilities

Brookhaven owns and operates its own water works and electric lighting plant, and pure water and reliable power is provided at a minimum cost. This plant provides a large storage of water for fire purposes, which is distributed through mains with hydrants conveniently located. Fire pumps are provided and a high powered motor

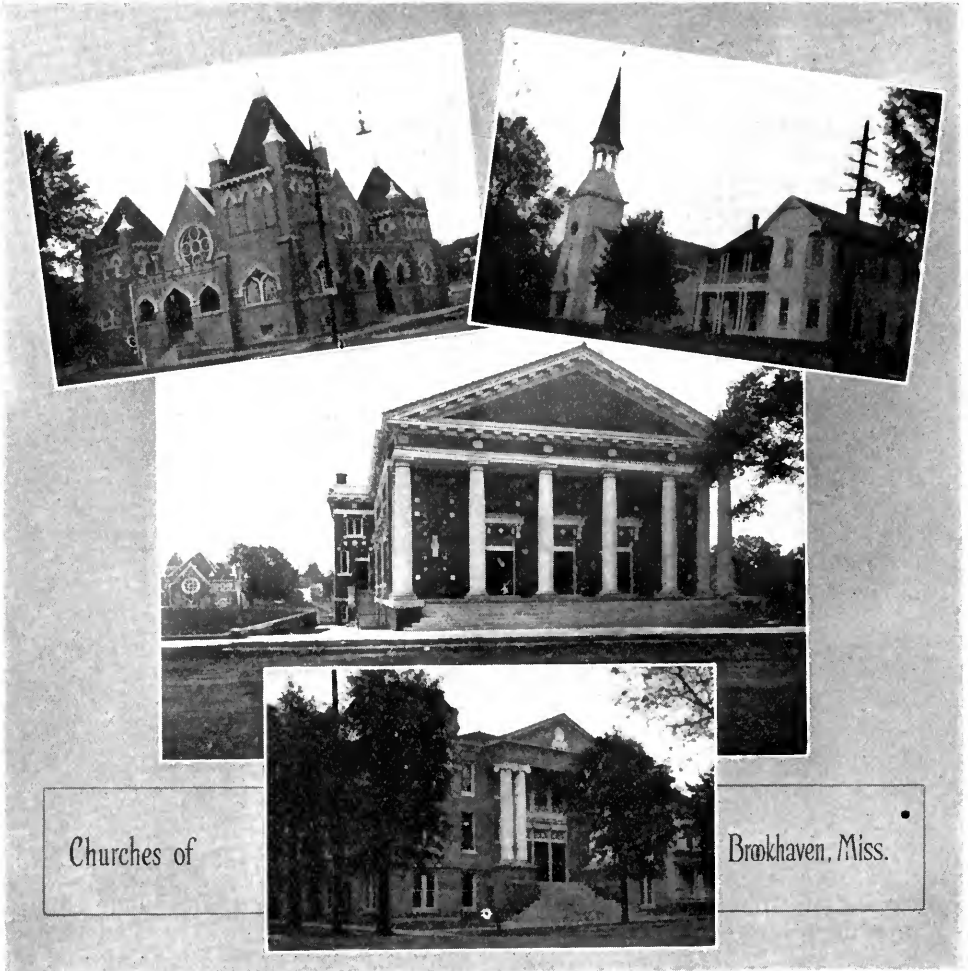
O. W. is very strong and maintains a full time secretary and handsome quarters. There are two strong and active social and literary societies for women, exerting an elevating and material influence, and accomplishing numberless public benefactions and improvements. The great society of King's Daughters is strong and aggressive here and conducts a modern sanitarium and surgical hospital. Much charitable and uplift work is done by these good women and the poor and needy are looked after by them.

Amusements

In the accompanying picture of Whitworth College may be seen the

Lampton Auditorium, where, under the auspices of the musical director of the college, Miss McVoy, the city is visited each year by the most famous musical and literary figures the world affords. Such attractions as Frances

Quartette, Rudolph Ganz (pianist), Tilly Koenen (contralto), Theodore Bohkmann of the Cincinnati Conservatory, are among those who have delighted the Brookhaven people in recent years. There is an opera house



Churches of

Brookhaven, Miss.

Alda (prima donna soprano, Metropolitan Opera Co.), Cecil Fanning (barytone), David Bispham (barytone), Maud Powell (violinist), Jacque Thibaud (violinist), Jenny Dufau (Chicago Opera Company), Karl Jorn (tenor, Metropolitan Opera Company), Harold Bauer (pianist), Ossip Gabrilowitsch (pianist), Scharwenka (pianist), Charles Wakefield Cadman and the Indian Princess, The Zoellner

seating 1,000 people, and a modern and beautifully equipped moving picture house, seating 750.

From the foregoing it may be seen that Brookhaven is a live, progressive little city, with unsurpassed educational and social advantages. But it is our purpose in this article to stress what is back behind this and that brings us back to the soil. We are, strictly speaking, an agricultural sec-

tion and look to the farm and farmer as the origin of everything good and lasting. When President Wilson issued his appeal to the South to feed itself, Lincoln county was among the earliest to respond. There had already been an evolution from the all cotton

other food stuffs crop that will not only be sufficient for our own needs but leave us a handsome surplus to help feed the armies of our country at a time when food will decide the issue. This does not include the vast quantities of truck that have already gone



Residences



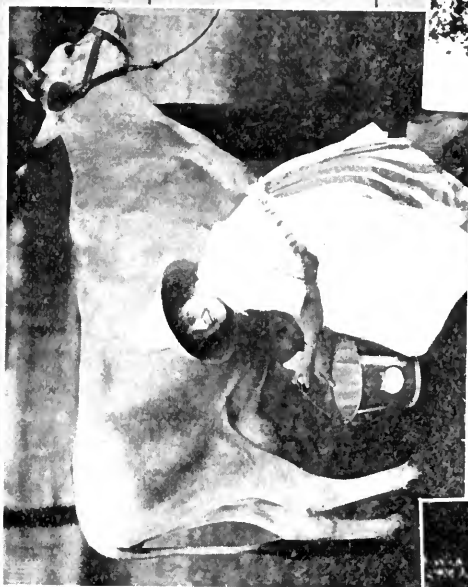
Brookhaven, Miss.



farm to the diversified idea and the importations of heavy feeds had decreased, but this call of our President was the signal that marked the beginning of the great move to put Lincoln County from the debit to the credit side in the movement of food and food stuffs. We are now harvesting a cotton crop that will run far over the million dollar mark, and a corn and

forward early in the spring to give our Northern neighbors a taste of something green while winter still had him and lands frozen in. Nor does this include the fine herds of cattle now rounding out for shipment and the hogs that have been going out each month from the bermuda pastures and the skim milk troughs of our dairies. There are no cheaper and no

Brookhaven



Cattle, near

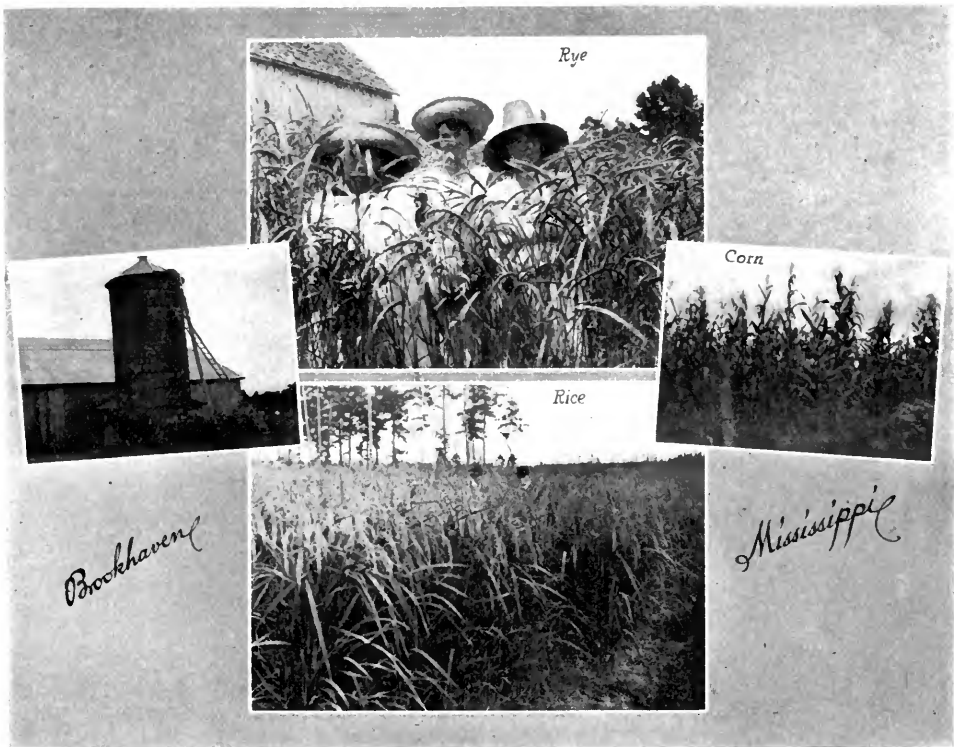
better lands today than the lands of Lincoln County. There is pasturage nine months in the year and a little labor with oats, vetch, clover, rape and rye will provide green grazing the other three months. Nowhere can live stock be maintained at lower cost, and feed be produced at such a low figure. In this connection we draw attention to the accompanying picture of a late corn field. This corn was planted on June 28th, and the picture taken on September 27th. The corn was then ready for silage and heavily fruited. There is enough peas between the corn to pay the entire cost of harvesting and producing the crop. This land yielded a fall oat crop of 33 bushels to the acre. This is the third year of cultivation from a wild state. It was what is known as cut over land and has been fertilized with stable manure and phosphate ground rock. We have splendid values to offer in this land, but there are also improved farms for

those who do not care to pioneer.

We want farmers to come to us and we want them to use our Board of Trade for such information as we can furnish and if they will do this we can save them much valuable time and money. We maintain a paid Secretary devoting full time to our Board of Trade affairs and we always have at the head of our Board one of our most progressive business men, and we are never too busy to give you information of any kind.

We have banks with combined resources of over TWO MILLION DOLLARS. They are conducted by experienced and practical bankers and are always ready to meet the needs of the farmers and business people generally.

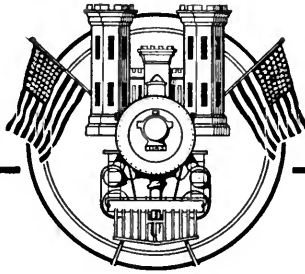
OUR BANKS ADVANCE MONEY
ON LIVE STOCK.
COME AND DWELL AMONG US;
IT WILL DO YOU GOOD.





1.—M. E. BARTON, 2.—J. Z. EASLEY, 3.—R. C. EKSTRAND, 4.—L. C. MADIX, 5.—F. M. ROSENBAUM, 6.—J. E. KULLERSTRAND, 7.—P. L. REILLY, 8.—F. A. GALLA, 9.—C. N. ROE, 10.—T. X. WYNN, 11.—W. WALKER, 12.—G. I. NICHOLS, 13.—W. C. ROE, 14.—R. B. FOSTER, 15.—C. C. WANNABO, 16.—CARL HANSON.

MILITARY



DEPARTMENT

A Letter From Ernie Carr Formerly Employed in the General Manager's Office of the Illinois Central Railroad Company

France, August 20th, 1917.

My Dear Mother:

We have arrived in France and I surely like the country. The people in this country think a lot of Americans. I am getting so I can understand a little French. At least, I can get a general idea of what they are talking about. The people over here treat us the best they can. We were in London for a day and the whole regiment, together with two other railway engineer regiments, paraded through the streets. We saw all the places of note, Buckingham Palace, Houses of Parliament, River Thames, Wellington Barracks, and several other places. King George of England reviewed our regiments and stood there in front of Buckingham Palace; it took just 30 minutes for the American troops to pass. They had a large article in the London Mirror, as well as in several other London daily papers. I carried the American flag past King George and he rendered a salute. It was the first American troops, also the first armed troops of any nation, to pass through the streets of London and past the King of England. I am the first American in all history to bear the American flag before the King. I am going to send to the London Mirror and have them send you several copies of the London Mirror. It has a very good picture of me and the other Color Sergeant and guards. I have one copy of the paper but I want to keep it. As soon as possible will write to the paper and get them to send the copies to you. It is not permissible for me to send direct to you. Some of the officers of the regiment were very enthusiastic over the article and advised me to get as many copies as I could. The people of London turned out by the thousands and everywhere we received a warm welcome, cheering the troops and the flag all the time.

Am feeling fine and think of you many times and only wish I could drop in to see you all, even if for but a few minutes. I wonder how you are and what you are doing. When I arrived in Europe I sent you a cablegram to let you know everything was O. K., and I hope it reached you; I know of no reason why it should not. I haven't yet received a letter from home and would give almost anything to get one. Neither have I received a letter from Ada. I know it takes a long time to get a letter through and know one will come in a little time. I would be satisfied to just get a few words to let me know all at home are well.

Have had no chance to write to anyone but you and have not written as much to you as I would like. I think of father many times and wish that I could visit Millington once more, but I know you go to the cemetery as often as possible and will remember that my heart is always with you. You should not worry.

Mamma, for it will happen to all of us sooner or later. Our stay on this earth is only a matter of a few years and we will all go the same way. I want you to remember me to all your friends and will try to write a few letters to Mrs. Allen, Rupp Smith, Gertie Downing, and a few others.

Last evening I, with a few others, visited an old church built several hundred years ago. It sure contains some wonderful work, and must have taken a long time to build, considering the facilities they had to work with. It is much taller than any of the churches in America, although it does not seat as many.

I am writing this letter on the typewriter because it does not take as long as by hand. Will close, as I would like to write Ada a letter, and I haven't much time to myself. Write a letter soon. I am waiting for one from you.

Your loving son,

Ernie.



Song of the American Railroad Man

We are the wings of the Eagle, spread to the scarlet sky—
Sturdy and strong we speed along, heeding our Master's cry.
The Eagle's beak is the Army—the Navy its curving claws,
And both may fight through day and night, and the wings will never pause.

We are the wings of the Eagle, and our steel lined tips are spread,
From shore to shore where the oceans roar—from North to the Gulf Stream's
bed.

Let the soldier look to his rifle and the sailor look to the sea,
And what they need with an eagle's speed be sure they will get from me.

We are the wings of the Eagle, flecked with our labors' foam,
 With freight and mail we blazed the trail for a mighty nation's home.
 As in peace we have been your servant, so in war we will be your slave,
 And our wings will hum, and our pulses drum till the flags of freedom wave.

We are the wings of the Eagle, eager to prove our worth;
 Fitted by skill to do your will with the best trained men on earth.
 Then load us up with the burden and fire the opening gun,
 And remember, Sam, the railroad man is ever your loyal son.

—*Southern Pacific Railway Bulletin.*

English Beer and Weather Worst Complaint of U. S. Railroad Fighters

Battalions Encamped in Green Meadow of Hampshire Praise British Hospitality—Gas
 Mask Drill Chief Requirement Before Going to France

London, Aug. 25 (by mail).—Somewhere in Hampshire, which I suppose is as near as the censor will let me come to it, there is at present part of one of Uncle Sam's new railroad battalions. They are under canvas in a green English meadow, bounded on one side by a wood in the full glory of its August leafage and on the other side by hills now purple with heather.

Their lot has fallen to them in pleasant places, for they have inherited an English camp ready made, with floor boards in the tents, field ovens, kitchens, commodious washing places and, in a word, all the comforts of home.

Two years and a half ago one remembers this place as a sea of mud, colloquially known as "the flea place," but time and the need to grow vegetables have worked wonders, and today it is as pleasant a spot as a man could want to live in, with potato fields and truck patches fringing the parade ground.

Have Few Hours' Leave

Since they crossed the Atlantic, on which they had a brush with a German submarine, the men of this battalion have only had a few hours' leave and have not been able to get farther away from camp than Aldershot, but they are enthusiastic as to what they have seen of England so far. Two legitimate

"grouches" they have, however, and these are English beer and the weather.

It takes a goodish time for the American palate to become habituated to English "ale," even at the best of times, and the beverage is so deficient in malt and hops that it would take many, many quarts for any one to get any forrader on it. Pity, therefore, the sorrows of the poor railroader. As for the weather, it is unfortunate that last week was the wettest experienced in England for 60 years, and that in those seven days more rain fell than usually falls in a month, but, if you try to explain that to the "Sammies" they look at you with a cold, disapproving, skeptical glance, what might be termed a Missourian glance, exactly as if they were prospective purchasers of real estate, and you were a Seattle real estate man trying to prove that it does not always rain on the sound.

Railroaders Have Trouble

The officers have sorrows of their own, and these sorrows were chiefly caused by the British habit of abbreviating all official army titles into initials. You may have been an expert railroad man for 20 years or more and know all about breaking strains, 90-pound steel and how to lay it, and the best method of building cantilever bridges, but you cannot tell by the

unaided light of nature that a D. A. D. O. S. is a deputy assistant director of ordnance stores or that a P. M. O. I. I. P. is the principal medical officer for inspection of injured patelles.

These, however, are only the crushed rose leaves in an otherwise comfortable bed, and Major Bent, the commanding officer of the battalion, a West Pointer, with war service in Cuba and the Philippines to his credit, was loud in his praises of English thoughtfulness and generosity.

"They have done everything they can for us," he said, "and made things easy for us in every possible way."

All extra equipment, in addition to that brought over from the United States, is forthcoming from the British ordnance stores, and the British army service corps sees to the rationing. With the A. S. C. on the job, the wants of the inner man are well looked after, and the dinner I saw today was as good as hungry men could want.

Can Supplement Rations

It consisted of good roast beef and plenty of it, potatoes, a rich gravy thickened with flour, and a pudding consisting of chocolate, sugar and starch. In fact, it is not too much to say that the men fare nearly as well as the officers. Anything that they want to supplement their rations they can buy at the canteen on the Y. M. C. A. automobile.

An interesting feature of the organization of this battalion and the sister battalion that with it makes up a regiment is that each of the six companies in the regiment—there are only three companies per battalion in a regiment of railway engineers—is made up of officers and men from one railroad.

Thus Company A is composed of Illinois Central men, Company B is drawn from the staff of the Rock Island, Company C from the Chicago Great Western, Company D from the Chicago, Milwaukee and St. Paul, Company E from the Chicago and Northwestern and Company F from the Santa Fe.

The advantages of this system are obvious. The rank and file of these battalions expect to go back to work for the

same companies on the termination of hostilities, and, as casualties in a regiment of railway engineers are necessarily very small, there is every chance that most of them will.

Work Under Same "Boss"

In the meantime these men are working for the most part under the man who has been their immediate "boss" in civil life and who will be their "boss" again after the war and it is safe to say that very few of them will be foolish enough to jeopardize their chances of future advancement after the war by slackness and poor work while they are in France.

This organization, then, will make for efficiency when the boys go across the channel, and in the meanwhile it adds a keener zest to the intercompany baseball games.

Before the railway men cross the narrow seas they are being given a little musketry and infantry training, but this is more for the sake of smartening them up than for anything else, as it is in the last degree improbable that any of them will ever fire a rifle while they are in France.

Not Expected to Fight

Railway battalions are not expected to act as infantry, and so small was the expectation in Washington that they would ever play any role than that for which they are primarily intended, that I betray no military secret in saying that they are armed with old-fashioned Krag-Jorgensens.

One item in their training, however, is important, and in that they are practiced assiduously. This is gas helmet drill. In these days when the Huns are using gas shells, tear shells and that deadly new liquid which turns into a heavy, penetrating gas when the shell containing it explodes, even those working far behind the fire trenches can afford to take no chances.

Already most of the men can get on their masks smartly and without bundling, and today they were given their "baptism of gas," being marched through a dugout full of phosphate gas. Even with a mask on this is not altogether

pleasant, and none of the boys were any the worse for the ordeal.

Few From Regular Army

None of Major Bent's officers and very few of his men belong to the old regular army. Nearly all of them are railroad men coming straight from civilian life, who have simply enlisted for the duration of the war. Practically all of them were personally known to their officers prior to enlistment, and the result is a comadery and a certain relaxing of the bonds of discipline which, while it would be intolerable in an ordi-

nary infantry unit, is perhaps under the circumstances hardly to be wondered at in a battalion of specialists such as railway workers.

They remind me a good deal of the story of the Anzac colonel, who one morning in Egypt harangued his battalion on parade. He told them that an English general was coming to inspect them that afternoon and wound up his touching appeal with, "Now, boys, remember; when that English general's here, for God's sake don't call me 'Bill'!"
—*Exchange.*

Railway Trainmen Give Sweaters to B. R. T. Selectives

The meeting of E. B. Carr Lodge, No. 115, which was held at Odd Fellows' Temple last evening in honor of the members of that organization who will leave tomorrow with the second Stephenson County contingent of drafted men, was attended by a large number of the

members, and a very enjoyable meeting was held. The session was presided over by F. W. Stockwell, who introduced the speaker of the evening, County Judge R. J. Carnahan. A very interesting address was delivered by Judge Carnahan, after which each of the soldier members was presented with an army sweater by the lodge. The presentations were made by H. A. Muchow, president of the organization.

Following the presentation of the sweaters a smoker was enjoyed by those who attended. The men who are included in the next contingent are C. W. Redman, M. P. Lorbrick, W. T. Hogan, A. C. Murphy and Joseph Swaboda.—*Freeport Journal-Standard, Sept. 21, 1917.*



LOUIS I. PHILLIS.

LOUIS I. PHILLIS

Louis I. Phillis, only son of H. W. Phillis, employed in the Baggage and Mail Traffic Department, Chicago, has successfully passed the physical examination for the Aviation Corps and reported for training August 6th at the Georgia School of Technology, Atlanta, Ga. Louis has been taking Mechanical Engineering at the University of Illinois and has worked for the Illinois Central during his summer vacations for the past four years. During the past two summers he has been working in the valuation department under Messrs. Robertson and Sloggott.

Flag Raising at Wildwood, Ill.

Address by David E. Shanahan, Speaker House of Representatives, at Wildwood,
Saturday, July 28th, 1917

Mr. Chairman,

Members of the Illinois Central R. R. Agricultural Club, and Invited Guests:

I desire to thank the committee for their kindness in asking me to address the club on this occasion, and assigning to me the subject of Agriculture and the Flag.

First, I wish to congratulate the officials and men of the railroad in responding so quickly to the appeal of the President of the United States to use every effort to add additional acreage of food products and aid in conserving the same.

Whether it be the housewife or the day laborer who at the end of the day's work planted the back garden, or the one who joined with his fellow workman in planting some near-by vacant space, all were doing a patriotic duty in raising that much additional food to help support our people and our army.

We live in one of the greatest agricultural states in the Union and its total products run into millions of dollars. And I am going to take a little time to give you an idea of the amount and the value of crops in this state:

The total value of the corn crop in Illinois, in 1916, was about 140 million dollars, yielding a profit to Illinois farmers of over \$65,000,000:

The oats crop for the same year was over thirty millions of dollars, yielding a profit of about \$12,000,000.

While we are in the habit of thinking of corn and oats alone, our state is rich in other lines. I find that in 36 other products, values run into the thousands of dollars:

Wheat	\$20,000,000
Hay	20,000,000
Cattle	50,000,000
Horses	25,000,000
Hogs	4,000,000
Poultry	3,000,000
Eggs	3,000,000
Milk	20,000,000
Butter	3,000,000

A comprehensive idea of the importance of the agricultural output may be gained from what Prof. Holden says in a recent report to the press:

"The Panama Canal is not alone from an engineering, but from a financial standpoint, one of the most colossal undertakings that the world has seen culminate successfully. And though the figures representing the cost are staggering, last year's American corn crop

would have built seven Panama canals,—the world's crop of 1914, of 3,500,000,000 bushels of which the United States produced two-thirds, the value of which to this country was about \$2,000,000,000."

From crop estimates of the United States Department of Agriculture, I am gratified to note that the prospects are for an enormous crop this year, and in the aggregate it will be the largest in the country's history, the increase in acreage being unusually great. And we will not only have enough of crops to support and maintain our people at home, but plenty to maintain our armies in France and aid our allies on the other side of the ocean.

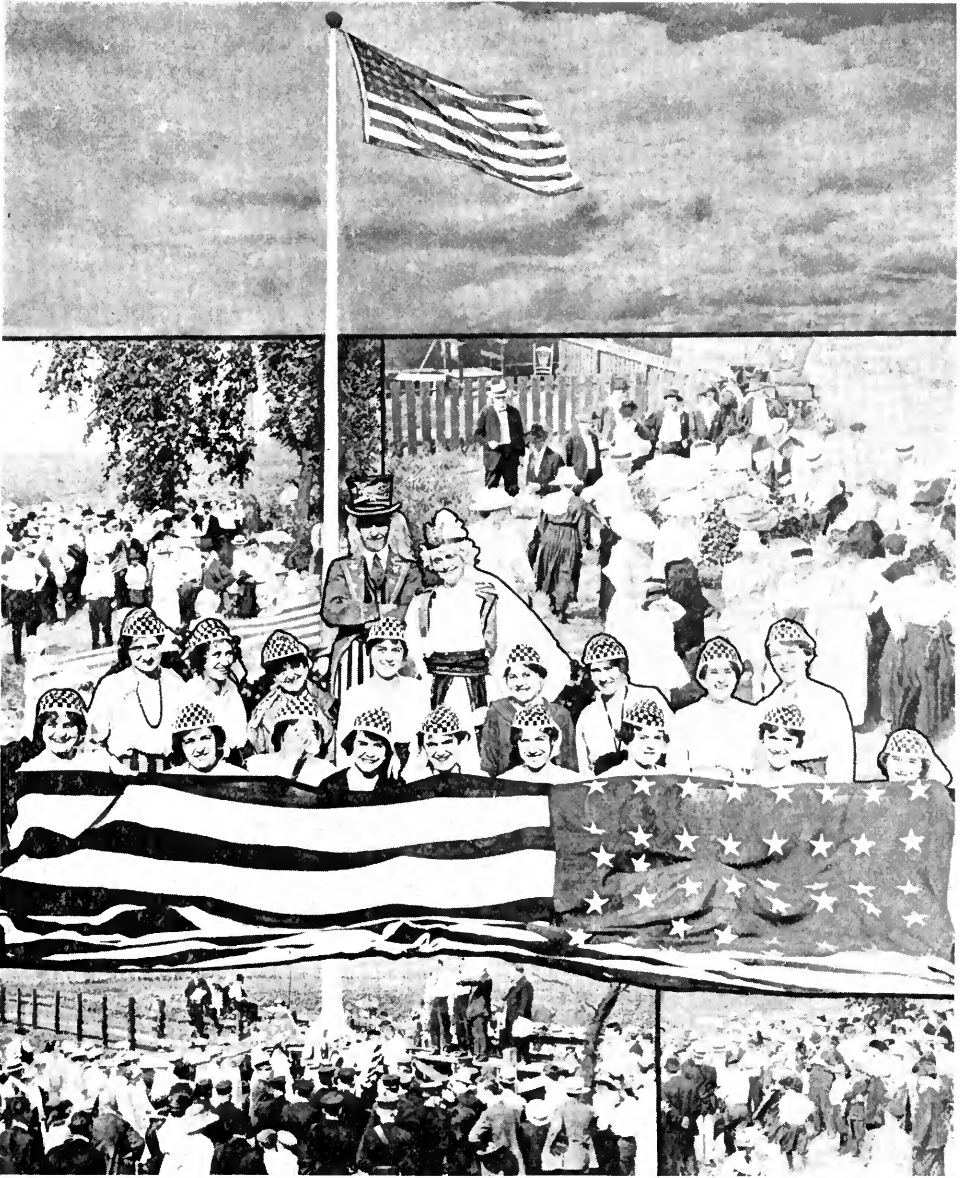
When it became known early in the year that our country would become involved in war, it was found that it would be absolutely necessary to produce every bushel of grain and every pound of garden vegetable that it was possible for the soil to yield.

A movement was started throughout the country to induce the people to plant their garden lots in order that each family might raise, in part, vegetables for their own home. How successful that movement has been is demonstrated in every section of the country. Back yards, where once tin cans and weeds ran riot, are today beds of lettuce, radish, tomatoes, onions, carrots, potatoes and corn. In many instances, beautiful lawns of years standing have given way to the vegetable garden.

In many manufacturing plants and business institutions, clubs have been formed and the vacant space and lawn surrounding the factory have been turned over to produce garden truck for the families of those employed therein.

In many instances these clubs went to a distance from their factories and took up vacant land and are raising large amounts of vegetables to be distributed pro rata among the members. In some cases they are run on a strictly business basis, hiring a farmer to cultivate the ground and gather the crop, and either sell the same and divide the profits among the members or divide the crop pro rata among the members after selling enough to pay the expense.

In the outcome of this great war in which we are now engaged, agriculture will probably play the most important part. While it takes machinery, guns, bayonets, bullets, etc., to fight the war it takes food to feed the



FLAG RAISING AT WILDWOOD, ILL.

armies and keep the men in condition fit to fight. In the end, the side that can produce the greatest yield from its agricultural products, will eventually win.

So that agriculture and the flag go hand in hand this day, when our boys are preparing to depart to participate in the greatest war the world ever knew.

The United States Government Agricultural Department reports there are eight banner

agricultural counties in the United States. Of these eight, four are Illinois counties:

No. 1.	Los Angeles County, Cal.....	\$14,700,000
No. 2.	Lancaster County, Pa.....	13,000,000
No. 3.	McLean County, Ill.....	12,800,000
No. 4.	Whitman County, Wash.....	12,500,000
No. 5.	Livingston County, Ill.....	11,400,000
No. 6.	Iroquois County, Ill.....	10,600,000
No. 7.	La Salle County, Ill.....	10,200,000
No. 8.	Aroostock County, Maine....	10,100,000

There can be no greater service to the honor of the flag and the ideals which it represents, than the production of foodstuffs and its conservation. The farmer or the home gardner who makes profitable a waste spot by cultivation is serving his country and honoring the flag.

These are the producers and promoters of civilization, and they are what our Flag denotes.

The Flag of the United States does more than proclaim a glorious history; it declares the purpose and heralds the ideals of the Republic. It upholds the inherent rights of all men. It tells us to stand for Justice and take the consequences without fear. It calls upon the American people to conserve property, health and morals. To open every school to all the people; and to lead an honorable and clean life, as an example to all the world.

Our present Flag Law was passed by Congress, April 4, 1812, the year that our beloved Illinois was admitted to the Union.

The law describes the Flag of thirteen stripes, representing the thirteen original states and a star for each state of the Union, until today it has forty-eight stars on its banner. The American flag was first saluted abroad by France, to Captain Paul Jones, February 14, 1776, by the French Admiral La Motte Piquet.

The flag stands for liberty and union, organized institutional liberty, free institutions under organized and just laws.

Washington said of the American flag: "We take the stars from Heaven, the red from our Mother Country England, separating it by white stripes, thus showing that we are separated from her; and the white stripes shall go down to posterity representing liberty."

Senator Henry Cabot Lodge said: "The flag stands for all we hold dear, freedom, democracy, government of the people by the people and for the people."

While the United States is the youngest of the great nations, its flag is the senior flag and has been in use longer than any in use today. It is eight years older than the flag of Spain; seventeen years older than the tricolor of France; twenty-three years older than the present British ensign; thirty years older than the national standards of Italy; forty-one years older than the flag of Japan, and fifty-three years older than the flag of the German Empire.

A rare honor was paid to America this year when on April 20th our flag was raised on the tower of Great Britain's House of Parliament and hung in St. Paul's Cathedral. And a great multitude—including the King of England, George the Fifth joined in singing The Star Spangled Banner on the occasion of the entry of the United States into the great war for humanity and democracy. A great change from the day when our flag was

first reported in England, when it was called "The Thirteen Rebellion Stripes."

On May 7th, 1917, Marshal Joffre, of France, and his party visited Springfield, Ill., as the guests of the State of Illinois and to visit the tomb of the immortal Lincoln. Everywhere the Stars and Stripes and the Tricolor were intertwined. Marshal Joffre laid a wreath on the tomb of Lincoln, and then was taken to the Capitol Building where elaborate services in his honor were held by the officials of the state.

A few days later the distinguished and honored party, after having saluted the Liberty Bell in Independence Hall, Philadelphia, went to the little old house on Arch Street, the home of Betty Ross, where the "Hero of the Marne" stopped and saluted the humble spot where "Old Glory," our beloved flag, was born.

The Stars and Stripes were probably first unfurled over the United States military forces at Fort Stannix, August 2nd, 1777. It is said to have been made at Fort Stannix, out of a white shirt, a blue army overcoat, and a red flannel petticoat, belonging to the wife of one of the soldiers.

The great Robert G. Ingersoll said of the flag, "The flag for which the heroes fought, for which they died is the symbol of all we are—of all we hope to be. It is the emblem of equal rights. It means free hands, free lips, self government and the sovereignty of the individual. It means that the schoolhouse is the fortress of liberty. It means that it is the duty of every citizen to bear his share of a public burden, to take part in the affairs of his town, his state and his country. It means that every citizen of the Republic—native or naturalized—must be protected at home, abroad, in every land and on every sea. It means that there shall be a legal remedy for every wrong. The flag was given to the air in the Revolution's darkest days. It represents the sufferings of the past, the glories yet to be, and like the bow of Heaven is the child of storm and sun."

We love our flag and the principles and ideals for which it stands. These must be preserved or Democracy is a failure and must die. Every lad who takes service under this flag is a hero, a Knight Errant for civilization and liberty. All of them are heroes in this glorious cause. It may be that many will be martyrs, fated to give up his life's blood to preserve it's honor.

This nation in the past has given freely of her sons to maintain the honor of the flag and the dignity of the country. As she has done in the past, so she will do in the future. Many of the sons of this country go forth today, consecrated by the prayers of the American people to maintain that flag, and to proclaim from mountain top and valley, and across the seas that by Americans, for American ideas, dark regions shall see the light of true democracy.

A story is told by a speaker who made an address on the "Flag of All Nations" to a public school gathering in the most congested district of New York where a large proportion of the children were of foreign birth; he showed the flags of the various countries, saying as he did so: "This is the flag of England. How many of you are English?" Very few responded. He showed in the same way the French flag, the German, the Irish, the Italian, Russian, Swedish and other flags, with few children responding to his question as to their nationality. He finally unfurled "Old Glory" and said, "This is the American flag; how many of you are Ameri-

cans?" A shout went up and the children cried, "I am an American; that is my flag."

Yea, they come from all the lands, from over the mountains and over the seas, a babel of tongues to this land of liberty. They salute all flags, and honor them; but their flag becomes that of the free.

"We'll never have a new flag,
For our's is the true flag,
The true flag, the true flag,
The red, white and blue flag.
"Hurrah, boys, hurrah;
We'll carry to the wars
The old flag, the free flag
The banner of the stars."



*I.C. Passenger Station,
Brookhaven, Miss.*

The Only Band from Cook County Given a State Fair Contract

The Illinois Central Band left Central Station at 10:30 P. M., Sept. 10th, for Springfield, to play at the State Fair, this being the only band from Cook County awarded this contract. On the 11th, the I. C. R. R. Band was detailed to the military body by the chairman of the Music Committee. See what the Illinois State Journal says, of Sept. 12th:

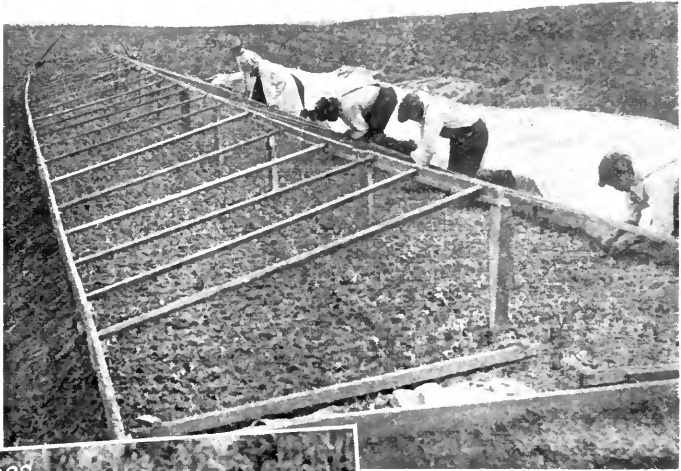
"At 2 P. M. yesterday virtually all commotion stopped while the flag and the troops marched by, the Illinois Central R. R. Band, led by their veteran band director, of Chicago, once the Burnside Band, promptly at 2:15 P. M., as the troops stood at ease, the band,

which had continued marching, started back on the race track opposite the grandstand, stricking up the strain of national airs. The troop presented arms when the bandmaster stepped 15 paces in front of his band; taking off his cap, the band struck up the 'Star Spangled Banner,' a most beautiful sight from the thousand that were on the grandstand and surroundings.

There may be more famous bands, and bands of greater accomplishment at the fair, but for the "Star Spangled Banner" the Illinois Central Band cannot be excelled for the military tinge they gave it.

Field music is their forte.

Tomatoes, cold bed.



Tomatoes



*Brookhaven
& Miss.*

Peppers



Development Bureau

Good Roads

By Mark Fenton, Assistant General Development Agent

This is a subject that is engrossing the present attention of the nation and one which has an important bearing upon industrial and agricultural conditions in every town, city and community. There is no one subject in all of the economies of the people today that more deserves to excite the closest study, the greatest endeavor and the highest exercise of judgment than that of "Good Roads." Millions of dollars have been spent by the railroads in penetrating agricultural districts. Unless connecting lines in the form of highways are built from the farm to these railroads, full advantage will not be taken of these main arteries that on their rails carry the commerce of our country. The question of transportation from the farm to the market or railroad station is of the utmost importance, for without adequate transportation the highest possible tax is paid annually on the labor of the farmer in marketing his produce; while improved roads may add to the taxes, we must not overlook the very material cost of hauling farm produce to market over bad roads, a large portion of which cost can be saved by road improvement.

Over 90 per cent of all the freight handled by the railroads of this country is also hauled over wagon roads. The interest of the railroads in public highways will therefore be readily appreciated. The Illinois Central was the first railroad in the United States to run a "Good Roads" train in co-operation with the National Goods Roads Association and the United States Government, engineers. This train was operated from Chicago to New Orleans, demonstrations being given at various points, and the results were highly gratifying. In the spring of 1911, it was sug-

gested by the president of the Illinois Central Railroad that a mile of standard wagon road be constructed at points where it could be seen from the tracks, the object of constructing these sample roads being to illustrate the methods to be employed in building good wagon roads out of the materials most conveniently at hand, whether sand, clay or loam. One mile of this road was built in Illinois, one mile in Iowa and another mile in Louisiana. Their construction was very inexpensive, and they are today furnishing a practical demonstration of the advantages of good wagon roads.

The difference in hauling in Belgium and the United States is 13 cents per mile. This means a waste of one hundred and thirty-seven million dollars in one year's farm crop alone. It costs 12½ cents to haul a ton of anything one mile over good roads, double that amount over average roads, and from four to ten times that amount over, or rather through, bad roads. The average hauling cost in the United States over wagon roads is 23 cents per ton mile. It costs more to haul a load of wheat ten miles to the railroad station than to ship it from New York to Liverpool under normal conditions.

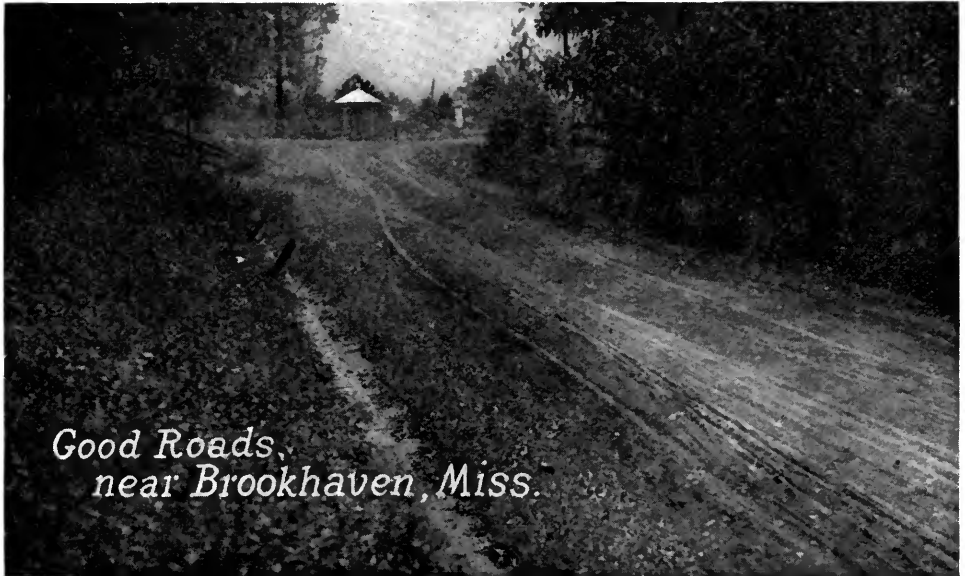
Of the two million three hundred thousand miles of public highways in the United States, less than 300,000 miles are improved, and these only partly so. There are approximately twenty-five million horses and mules, one million six hundred thousand horse-drawn vehicles and over four million automobiles in the United States. These travel over two million miles of country road, unimproved, muddy, dusty and dangerous and about three hundred thousand miles of improved roads, such as they are.

Around each market or shipping point there is a boundary line enclosing the area that can be cultivated profitably for delivery at such point. If this area is considered as bounded by a circle, it is apparent that its size will depend upon the good road mileage.

The people of a northern city consummated plans for bringing the producer and consumer together by means of a city market. The people hoped to reduce the cost of living, the scheme providing that the farmer haul his produce to the market and, sell directly to the housewives, who hoped to be able to buy more cheaply than at the stores. Theoretically effective as this scheme of cooperation appeared, it was erroneous. The housewife arrived at the market with her basket, but the farmer failed to arrive. Protracted rains had made the roads impassible with mud. The lesson

taught was that a town surrounded by bad roads might about as well be on an island. Improved roads increase farm values within one mile five dollars per acre. The enormous loss of millions due to bad roads is shared by the producer and the consumer, lessening the net profit to the producer due to the high cost of hauling his produce to market over bad roads and adding to the cost to the consumer of the delivered product, for the same reason.

Recent laws enacted in some states governing highway administration and providing for state aid in the improvement of roads, together with the interest manifested and material assistance rendered by the Federal Government, should materially promote good road construction. It is gratifying to note that many states are making rapid progress along these lines.





New Concrete Coal Chute at Effingham, Illinois

By C. Van Gundy, Building Inspector

The Illinois Central has recently put into operation a 600-ton reinforced concrete, electrically operated, bucket type coaling plant at Effingham, Illinois.

Several coaling stations of this capacity and type of operation have already been installed on the system, but this is the first plant of reinforced concrete construction built by the road.

The new plant is 33 ft. x 26 ft. in dimensions and is supported above the receiving track by four concrete girders on eight concrete columns arranged in two rows of four each.

The storage bin is divided into two pockets, the lower pocket serving a passing track on the east and northbound main track on the west. The upper pocket was made necessary in order to serve the southbound main track, the coal being carried across the northbound main by means of steel chutes. The upper pocket occupies only one side of the bin and is formed by an 18 in. x 6 ft. concrete girder extending longitudinally across the upper part of the bin, and an 11-in. concrete floor extending from the lower side of the beam on an angle of 50 degrees with the horizontal to the west side of the bin.

The floor of the lower pocket is also sloped at an angle of 50 degrees with the horizontal, the two slabs extending from just below the lower gate openings on each side and meeting in a ridge at the center of the bin. The bin walls are 10 in. thick, being supported at intermediate points by pilasters.

The depth of bin from lowest point of floor to top of walls is approximately 30 ft., the total height of top of bin from ground being 50 ft.

The roof of the coal chute as well as the bucket tower, which extends 30 ft. above the top of bin, consists of structural steel trusses and frame work covered with corrugated sheet steel.

The receiving track which runs through under the bin and over the receiving hopper is on a one per cent grade and has a storage capacity sufficient for 10 loaded cars. The track is carried over the hopper by structural steel cross and track beams. Breaker bars of 1 in. x 4 in. steel bars spaced at 6 in. centers are placed over the hopper flush with the base of rail of receiving track.

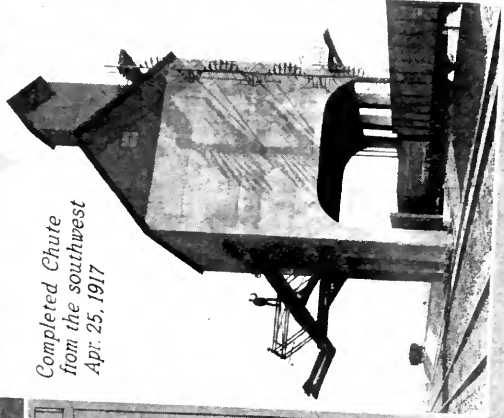
The receiving hopper is 16 ft. x 38 ft. inside dimensions at the top. The sides, or rather bottom of the hopper slope downward to the gate opening in the side of the bucket pit at an angle of 45 degrees. The bucket pit, just east of the hopper and directly under the bucket hoist way, which passes up through the bin immediately inside and at the center of the east bin wall, measures about 10 ft. x 12 ft. and is 30 ft. deep.

Coal is elevated by means of a single bucket of 2½ tons capacity running between two 30-pound rail guides. The coal is fed into the bucket from the receiving hopper through a Schraeder Feeder which is automatically operated by the descent of the bucket. The elevating bucket has a hinged door at the side and near the bottom which is held shut by rollers running on a second pair of 30-pound rails. These rails make a 90-degree bend at the top of the hoist way, allowing the door to drop open. The coal is discharged into a short steel chute and is dropped down in the center

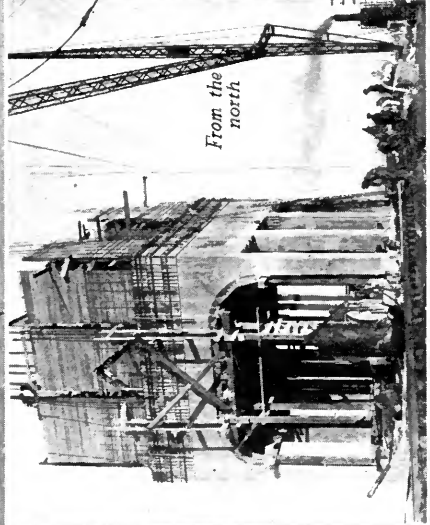
Temporary Coaling Facilities, Dec. 2, 1916



*Completed Chute
from the southwest
Apr. 25, 1917*

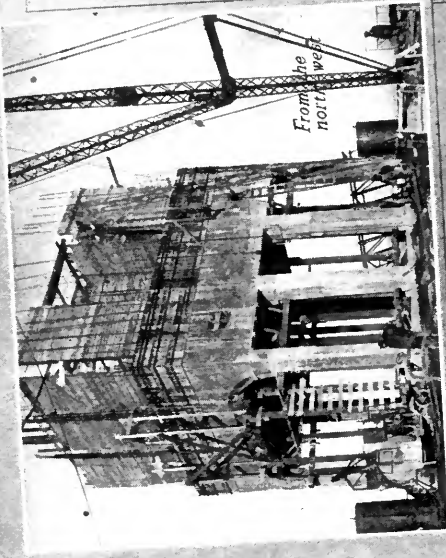


*New
Coaling
Chute,
Effingham,
Illinois*



*From the
north*

Chute under construction, Dec. 2, 1916



*From the
north, west*

of the bin, part of it falling into the upper and part into the lower pocket.

The bucket is operated by a 220 volt, 60 cycle, 3 phase Fairbanks-Morse electric motor of 20 horse power direct connected to a "Rands" worm gear traction hoist. The automatic feature of operation is furnished by a Cutler-Hammer automatic controller which, by means of switches located in the tower and operated by the bucket and counterweight, slow down and reverses the movements of the elevating bucket. No attendant is necessary from the time hoisting is started until it is to be stopped. The hoisting capacity is 85 tons per hour. The motor and hoist and the switchboard are enclosed in a hoist house just south of the bucket pit.

The chute is supplied with six coaling aprons and gates, two to each of the three coaling tracks. The gates are of the overcut type.

Access to the tower is obtained by means of an outside spiral steel stairway. Steel ladders lead up to the gates and aprons and are also placed on the inside of the bins.

Work on the new chute started the latter part of July, 1916. The excavation was completed about the middle of September. About 1,000 cubic yards of excavation was necessary and three-inch tongue and grooved sheeting was provided as the indications were that considerable water would be encountered.

The ground below the top soil, however, proved to consist almost entirely of blue clay mixed with a small amount of gravel and small boulders and the small amount of seepage water was easily taken care of by one 1½-in. syphon pump.

All the concrete used in the construction of the plant, excepting the column footings, is of a 1-2-4 mixture. The column footings are of 1-3-6 concrete. A total of 750 cubic yards was poured and 46,000 pounds of high carbon corrugated reinforcing steel was used.

Arrangements had been made for using steel forms altogether in the placing of all the concrete above ground, but due to the destruction by fire of the old timber chute on the night of September 19 and in order to hurry completion of the new plant, it was decided to use wood forms on the inside of the bin leaving all the steel forms available for use on the outside.

Due to a period of unusually cold weather, however, the chute was not put into operation until the middle of February, 1917. The plant was completed and accepted by the railroad on February 25, 1917.

The construction of the plant was contracted for by the Roberts & Schaefer Company of Chicago, and built under the supervision of Mr. F. L. Thompson, assistant chief engineer, and of Mr. F. R. Judd, engineer of buildings of the Illinois Central Railroad.





How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Measles: How Contagious and When Infectious

Measles is an acute, highly infectious disorder and is one of the most common diseases of childhood. Occasionally, however, it attacks an adult and is then a much more serious disease. Children have a much greater resistance to it but the disease is liable to have serious complications.

This disease usually comes on like a severe cold in the head, with discharge from the eyes and nose and with a moderate amount of fever followed usually within twenty-four hours by a cough. Sometimes there is nausea and vomiting and also a headache. The throat may show a reddened condition and in this situation the fever is usually high.

Usually on the fourth day, when the fever has reached its height, a rash appears upon the cheeks and forehead and spreads over the neck and breast. When this eruption becomes well developed the face becomes swollen and covered with reddish blotches which have a rounded outline. This rash disappears on pressure, but in the more severe and malignant type of disease it assumes a dark purplish color, like blood beneath the skin. The general symptoms do not abate with the occurrence of the eruption but persist until about the sixth day when, as a rule, all symptoms are abated.

Measles is probably not infective after convalescence but this disease is thoroughly contagious from the appearance of the first symptoms, but not be-

fore, nor is it contagious after seven days from the appearance of the eruption, possibly even a less time. The period in which there is greatest danger of contagion is on the day of the appearance of the rash.

The virus or poison is contained in the blood and in the secretions of the nose and mouth. After thirty-six hours the blood loses its infectivity and the secretions from the nose and mouth also become non-infectious with the beginning of convalescence. It is almost impossible to transmit the disease by means of scales, being infected the opposite of scarlet fever.

With the appearance of the eruption, therefore, we find the height of infectivity, which, however, does not extend beyond seven days after the appearance of the eruption and probably does not extend beyond the establishment of convalescence in the average case.

It is unwise to conclude that this is an inevitable disease of childhood which cannot be controlled by proper measures to prevent the spread of the disease. It is entirely profitless and aside from the question to argue that children will have measles anyway and that it is better for them to have it early in life and get over with it. This is a pernicious doctrine which could have been applied with equal force to any of the more serious contagious diseases, such as diphtheria, small-pox and typhoid fever before it was learned how to control them. Measles is at present a sufficiently im-

portant cause of death to warrant strenuous measures for its control.

How to Control Measles—It is essential that in addition to a complete reporting and isolation of all cases that steps be taken to recognize measles early and that parents be educated to the importance of the disease and its dangers, and to have teachers recognize the early symptoms, or at least to recognize the slightest departure from the normal in any child. Any profuse secretion from the nose and eyes of a child when measles are prevalent should always excite alarm and if fever is present should demand the attention of a physician. Teachers should be instructed how to use a thermometer and how to observe the simpler throat conditions in children. A sore throat is an important sign in diseases of childhood, and the laity can be taught to recognize the simpler conditions and the signs of danger.

The essential points in regulation for the control of measles are that the case shall be recognized and isolated at the earliest possible moment. The premises in which the case is isolated should be placarded. The patient should be isolated for at least five days after the appearance of the eruption. Adults and children who have previously had the disease need not be restricted, but it is advisable to warn them as to the slight possibility of second attacks and keep them under observation. Children who have previously had measles and who are in contact with cases need not be restricted for seven days after contact, but they should thereafter be isolated for at least ten days and carefully observed. Disinfection after measles is useless and unnecessary.

Treatment—The treatment of measles

demands confinement in bed and a very light diet; hot drinks and a frequent hot bath are beneficial, as these have a tendency to increase the elimination and prevent complications. Care should be taken, however, that patient should be well covered in order to prevent taking a cold.

The case should be under the treatment of a physician, and it is wise to keep the patient in bed even after the fever and all symptoms subside, as there is danger of complications during the stage of convalescence. The complication which is most to be feared in this condition is pneumonia, and is most serious in the case of an adult. Another serious danger in the way of complication following this disease is that the individual is prone to develop pulmonary tuberculosis unless proper care is given the patient and sufficient time is permitted following the disease in which to bring the resistance up to normal and fully restore the health of the patient.

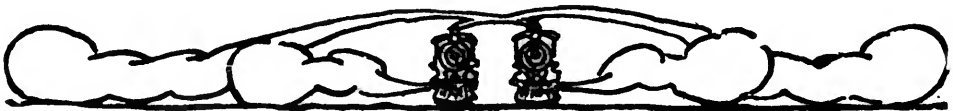
Don'ts for Measles—Don't enter premises where the disease exists or associate with other inmates of a household where the disease exists.

If a member of your family has the disease don't frequent any public meeting where others may be exposed or carry the contagion.

Don't neglect burning all bedding, cloths, etc., that have been soiled with the mouth or nasal secretions, as this disease is most readily disseminated through this medium.

Don't disregard a cold in the head, a persistent cough, or burning or watering of the eyes. Any form of these may be the first symptoms.

Careful compliance with these suggestions will materially lessen the spreading of measles.



Employes Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Haleyville, Ala., September 23rd, 1916.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor:

I wish to thank, through the columns of the Illinois Central Magazine, the attending physicians and staff who treated me while a patient in the Illinois Central Hospital, Chicago, and express to them my appreciation for all kindness shown me while in Chicago.

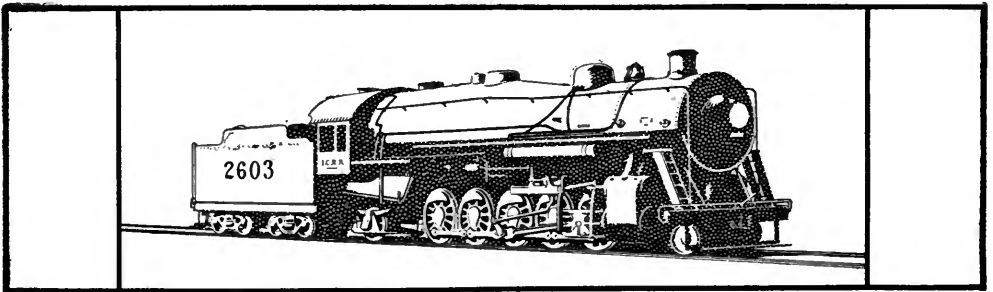
Yours truly,
(Signed) George Lang,
Fireman.

Risk, Ill., October 2, 1916.

Dr. G. G. Dowdall,
Chief Surgeon,
Chicago, Ill.

Dear Doctor—I returned Saturday, September 30, from the Illinois Central Hospital at Chicago in which I was confined for ten days convalescing from a serious operation, performed by the attending staff at the hospital. I obtained very satisfactory results from the operation, and I wish to convey to the other contributors the information that I received excellent institutional care from all concerned. This is indeed a great institution provided for the benefit of the employes of this company, and I certainly feel very thankful for the good services which have been rendered to me.

Yours truly,
(Signed) John Hueni,
Agent.



Accounting Department

A Brief Review of the Auditing of Agency Accounts

By C. C. Whitney, Auditor of Station Accounts

THE Auditor of Station Accounts is charged with responsibility for:

(1) Correct accounts with Station Agents.

(2) Having proper collections made through the agencies from the sources of freight and passenger traffic and having such collections accounted for in due time thereafter.

(3) Having the books and accounts at agencies kept according to the methods prescribed and for periodical verifications thereof by Traveling Auditors.

The agency "Monthly Statements of Account," commonly called "Balance Sheets," rendered to the Auditor of Station Accounts, reflect the totals of the agency traffic reports and those incidental thereto rendered to other accounting department offices. The results of the "audit" of the traffic reports are in due course communicated to and assembled in the office of the Auditor of Station Accounts, from the several sources to which rendered, viz.:

(a) Amounts chargeable on freight traffic, as determined by the Auditor of Freight Receipts.

(b) Amounts chargeable for tickets and other receipts from passenger traffic, as determined by the Auditor of Passenger Receipts.

(c) Amounts chargeable for Western Union (or Postal) telegraph receipts, as determined by the Superintendent of Telegraph.

(d) Amounts chargeable for agency drafts on the Local Treasurer (principally in settlement of other companies' charges on freight), as determined by the Auditor of Station Accounts, to whom reports of the issuance and payment of such drafts are rendered.

(e) Remittances received from Station Agents, as credited by the Local Treasurer and recorded in the office of the Auditor of Station Accounts.

Generally speaking, these "audited" figures constitute the accounts with Station Agents and monthly statements of account rendered at variance therewith are revised to conform thereto, notices explanatory of the revision thus made being sent to the agents whose accounts are affected.

And thus the "Agency Balances," of which detailed analyses are required to accompany Agents' monthly statements of account, also come within the review of this office. The agency balances consist, generally speaking, of:

(a) Uncollected freight bills for shipments delivered to connecting roads and others (including undercharges discovered subsequent to delivery of the shipments), and those for undelivered shipments. These come under the head of "agency assets" in the accounts.

(b) Amounts in agency accounts payable to connecting roads and others. These come under the head of "agency liabilities" in the accounts.

The agency balances are scrutinized and the activities of Station Agents in large measure judged thereby. The conditions in this respect are not satisfactory at all points and it therefore devolves upon agents to actively pursue the collection of all amounts due the company to the ends that not only the agency balances may be reduced to and kept at a minimum, but that the collections shall be earlier transmitted to the treasury of the company.

Especial care should be exercised in determining the rates and otherwise the

charges applicable to shipments *before* delivery, in order that the proper charges may be collected *upon* delivery. The failures in this regard result in a vast deal of correspondence, and litigation and losses besides, in attempts to make collections subsequently.

There has recently been adopted for demonstration purposes at certain points, a simple and systematic method for daily balancing of agency accounts, known as the "Daily and Periodical Account Current," to be compiled daily

and rendered weekly to the Auditor of Station Accounts. This method is calculated to materially aid in increasing the percentage of correct accounts to be recorded on the "Honor Roll," another innovation recently inaugurated as an incentive to higher efficiency and which, with the "Daily and Periodical Account Current," will soon be extended to all agencies. And further revisions of methods are in view for the purpose of simplifying agency accounts.

Freight Service

Loss and Damage Meeting, Vickburg Division, Sept. 1, 1917

Delays

Fruits, vegetables and live stock should be moved promptly. In moving over more than one division all yardmasters should be notified the time of arrival of trains so the necessary arrangements could be made to handle shipments promptly. Live stock should move only on through trains. Errors in billing should be eliminated by billing clerks checking their billing against shipping tickets each day.

Loss of a Package

Not checking freight at time of receipt in warehouse as to marks and destination, old marks not being removed, errors in loading, not checking from car to warehouse and from car to consignee, not billing over freight, failing to have consignee sign for previous shortages, not marking freight bills O. K. after shortage shows up, errors in billing and agent not checking billing against consignee's invoice.

ILLINOIS CENTRAL 9-28 KIRK M3

Unlocated Loss From a Package

Containers not sufficiently strong to withstand handling while in transit, and being recoopered at transfer points where packages are pilfered by dishonest employes and not being packed in containers by dishonest shipping clerks.

Unlocated Loss of Bulk Freight

Caused by insufficient grain door protection, bad condition of cars, which can

be eliminated by proper inspection of cars before being placed for loading.

Concealed Loss

Caused by pilferage and not being packed by shippers as per invoice at time of shipment.

Loss Account of Defective Cars

Cars not being inspected before being placed for loading which inspection would eliminate all loss from this cause.

Rough Handling of Cars

Improper handling of cars can be stopped by proper supervision of yardmasters and conductors. Rough handling as charged on bad order reports does not mean that damage is caused by rough handling of cars in trains, but is chargeable to rough handling at transfer points by truckers, and improper stowing.

Unlocated Damage

Caused by improper packing, rough handling by draymen, freight truckers, stevedores and porters; also by goods being packed in bad condition by shipping clerks at time of shipment.

Damage Account Leaky Roof and Sides of Cars

Which can be eliminated by proper inspection before cars are placed for loading.

Damage Account Nails, Bolts, etc., in Cars

Can be eliminated by all cars being inspected, having all projecting nails, bolts, etc., removed before loading.

BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Illinois Central Railroad Company The Yazoo & Mississippi Valley Railroad Company

Mail, Baggage, Express and Milk Traffic Department

H. L. Fairfield Manager Baggage and Mail Traffic. J. A. Osborn, General Baggage Agent—Chicago, Ill., October 1, 1917

INFORMATION AND INSTRUCTION BULLETIN NO. 12

FAILURE OF PASSENGERS TO RE-CHECK THEIR BAGGAGE

58.—The attention of conductors and agents is called to Rule No. 16, Tariff No. 257, effective August 18, 1917. Rule in question reads as follows:

“(a) When passengers fail to check their baggage or property and cannot present reasonable evidence of fare paid, it may be forwarded between the points and via the route traveled by passenger, charge to be made at excess baggage rate for the gross weight, also excess size and value, if any.

“(b) When ticket not cancelled with “B” or “BC” punch is presented by passenger who claims to have forgotten to check baggage or property, conductors will, upon request issue memorandum describing transportation. On presentation of such memorandum or receipt for cash fare or other reasonable evidence that ticket has not been used for transportation of baggage or property to Baggage Agent within twenty-four (24) hours of date of arrival at destination, baggage or property will be forwarded with usual ticket allowance.

“(c) If person who has not been passenger between the points involved requests baggage or property forwarded, the request must be declined.”

Agents will bear in mind that when a passenger calls on them reporting that he has failed for some reason or other

to re-check his baggage, and he cannot furnish evidence of fare paid, he should be informed that baggage cannot be forwarded except under C. O. D. check for gross weight, and if owner does not care to have it handled in this manner he should be referred to the express or freight agent.

In reference to paragraph (b): Conductors should furnish passengers with memorandum showing number and form of the ticket when such ticket is not cancelled with “BC” punch, or furnish them with a receipt when they pay cash fare so that this memorandum or receipt can be presented to the agent at destination, who will then be in a position to request the baggage forwarded with the usual ticket allowance. Paragraph (c) plainly states that if a person who has not been a passenger between points involved, requests baggage or property forwarded, the request must be declined, and agents will refer the party to the freight agent or express company.

Loading Trucks at Stations

59.—Agents when loading baggage and express on trucks preparatory to working trains, should place such baggage and express on one end of truck, when possible, leaving unoccupied space to receive shipments from car before loading. When truck is full, an empty truck

should be held in readiness. To facilitate movement and provide space, train baggagemen and express messengers have shipments in doors, ready for delivery. Agents should be prepared to handle such shipments promptly on arrival of trains.

Meritorious Service

60.—Baggage Agent Williams, at Clarksdale, and Conductor Kerr, of the Memphis Division, are entitled to commendation for having prevented the improper use of mileage ticket in checking baggage. A passenger checked baggage from Clarksdale to Rosedale on mileage, the Baggage Agent at Clarksdale detaching baggage strip to cover the distance

the baggage was checked. The passenger took a train in the opposite direction, paying cash fare to Tutwiler and presenting his mileage ticket for the continuation of his trip. Conductor Kerr detached the 64 miles for which the baggage strip had been detached in addition to sufficient mileage to cover the passenger's transportation from Tutwiler to his destination.

New Excess Baggage Tariff

61.—Attention of Baggage Agents is called to the paragraph headed "Exceptions" to Rule 11 of the new baggage tariff. No intrastate excess baggage rates are changed by the new tariff.

Addressing Mail to Soldiers

The following notice relative to the proper manner of addressing mail to soldiers in the Regular Army, National Guard and the National Army should be placed in a conspicuous place in the office for the information of patrons:

Regular Army

Private JOHN SMITH,
Company A, 64th Infantry,
Camp Lee, Virginia.

National Guard

Private JOHN SMITH,
Company B, 151st Infantry (69th N.Y.),
Camp Lee, Virginia.

National Army

Private JOHN SMITH,
Company C, 310th Infantry (N. J.),
Camp Lee, Virginia.

NOTE—The designation of regiments of the National Guard will show in parentheses their present State designations, as for example, "Co. B, 151st Infantry (69th N. Y.)."

The designation of regiments of the National Army will show in parentheses the State from which each organization, or the bulk of it, was drawn, as for example, "Co. C, 310th Infantry (N. J.)."

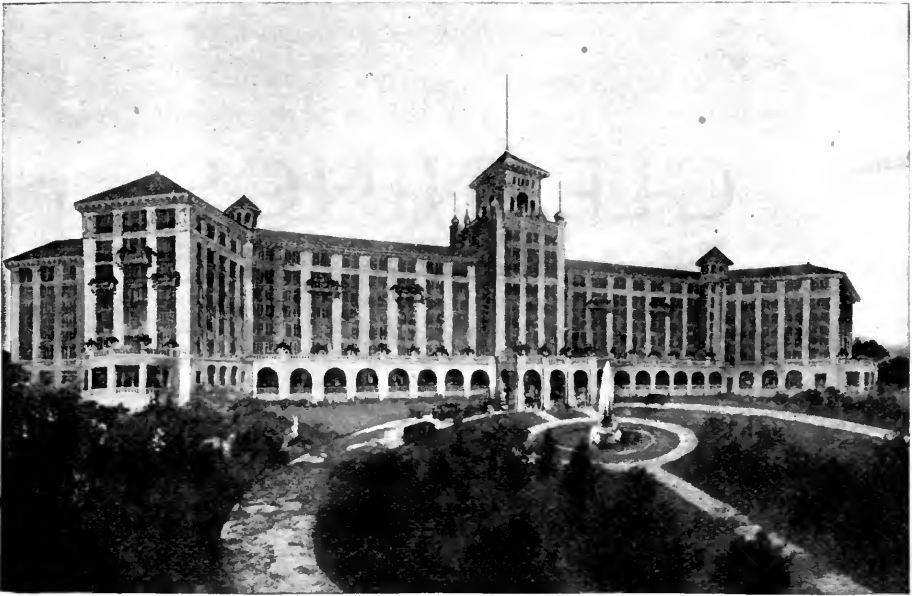
The War Department has adopted the following system of numbering the regiments:

Regular Army, 1 to 100; National Guard, 101 to 300; National Army, 301 up.

The attention of patrons should be directed to the importance of addressing mail in the manner hereinbefore described and to have each letter and parcel bear the address of the sender. Insured, C. O. D. and registered letters or parcels which are not properly addressed and do not bear a return address of sender must not be accepted for mailing. Postmasters are especially requested to assist relatives and friends in preparing and properly addressing mail for soldiers. Unless addressed to COMPANY and REGIMENT, mail will be delayed and probably returned to writer as undeliverable.

SCARCITY OF MILK CANS

The attention of all employes whose duty it is to handle milk cans is called to the fact that it is almost impossible to obtain new cans under present conditions and it is therefore necessary that the cans in present use be handled with extra care so as to avoid damage and prolong their life.



DAWSON HOTEL, DAWSON SPRINGS, KY., UNDER CONSTRUCTION.

Extensive Improvements Under Way at Dawson Springs

In the article printed in the July number of Illinois Central Magazine, reference was made to the proposed new hotel, which is designed to be on a more elaborate scale than any other health and pleasure resort hotel in the United States, if not in the world. During the month all plans for the erection of this hotel have been perfected, and the contract for its construction awarded to a firm of contractors nationally known. Work preparatory to building is now well under way.

The hotel, which will be known as The Dawson, when completed, will cost in excess of \$3,000,000. The owners, The Dawson Hotel Corporation of America (Incorporated), has a capitalization of \$8,000,000. Its president is Mr. Theodore R. Troendle, of Hopkinsville, a leading capitalist, and well known throughout Kentucky and the South. Associated with him are numerous bank-

ers and others prominent in financial and business circles. The corporation has acquired ownership of two other companies, which will be conducted as subsidiaries, the Dawson Springs Company, and the Dawson Coal Mining Company.

The corporation owns approximately 9,800 acres of land in and around Dawson Springs. Eight hundred acres of this land will be laid out as a park, which will have two 18-hole golf courses, tennis courts, a stadium, which in style and size will equal the noted municipal stadium at Philadelphia. A lake covering 78 acres and 14 feet in depth will be created, and the park otherwise ornamented at an expense of hundreds of thousands of dollars.

The design and plan of the corporation is to make Dawson Springs the most attractive and highest class all-the-year-round health and pleasure resort in the United States.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A STATE-WIDE STOCK LAW RECOMMENDED FOR LOUISIANA.

Mr. Walter Godchaux, of Napoleonville, La., a prominent farmer and stock raiser and well known citizen of Louisiana, is recommending the enactment by the legislature of his State of a state-wide stock law which will prohibit the owners of live stock from permitting animals to roam at large. In a signed article published in the New Orleans Item, Mr. Godchaux gives his reasons for the enactment of a state-wide stock law, as follows:

“The necessity and advisability of such a law is urgent. As a mere measure to increase the production of food-stuffs, it is both necessary and urgent; also in order to make possible the effectiveness of cattle tick eradication, as without such a stock law it would be almost impossible to successfully carry out the provisions of the tick law, as roaming cattle in our south Louisiana thickets and in the large

open pasturage of north Louisiana and in the pine woods section cannot be corralled at stated periods for dipping; also because it will assist in the lessening and extermination of infectious and contagious livestock diseases, such as charbon, black leg and hog cholera, as the roaming cattle now at large, owned by people careless of sanitation, tend to spread these diseases to a large extent.

Such a stock law is also urgent and necessary because the present lack of such a law necessitates thousands of miles of fencing against the public cattle by farmers who have no livestock, who are entitled to protection against the depredations of roaming livestock owned by others who are getting all the profits therefrom.

“Another reason for the enactment of such a livestock law is the fact that it will prevent the tax dodgers, who are the owners of the greatest number of range cattle, from continuing their operations and in any event cause them to bear their just part of the tax bur-

den, especially as these very men are often times not property owners, reaping the benefit of the lands of reputable taxpayers and increasing their tax burdens and costs of farming operations and reducing the assessments of the State.

"The arguments in favor of the enactment of such a livestock law are very patent, while contrary arguments that are sound are hard to find. Such a law, besides all the above benefits, would help to more readily finance livestock operations and would only be second in importance, if not equally so, to the tick eradication law.

THE CORONER OF COOK COUNTY, ILLINOIS, ADDRESSES THE CHICAGO CLAIM CONFERENCE.

At the last meeting of the Chicago Steam Railways Claim Conference held at the Great Northern Hotel, Chicago, September 10th, Hon. Peter M. Hoffman, the Coroner of Cook County, was present and addressed the Conference on "Accidents, their Cause and Prevention." There is perhaps no man in the United States better prepared to speak upon this subject than Mr. Hoffman. We give below extracts from his address:

I first wish to apologize for being tardy. I assure you, however, that I was engaged in a very interesting and important work. I am not a public speaker; the office which I hold, and have held for twelve and one-half years, does not require that I be one, because I have to do with a quiet and peaceable people. (Laughter.)

Up to the present time my records show that we have held 72,000 inquests in twelve and one-half years, and I haven't heard a word of complaint or a kick from any of them (applause) because they are all "dead ones."

The duties of a Coroner are not pleasant ones. I would judge that the duties of the heads of claim departments are also not pleasant ones, for I can remember less than one hundred years ago, I spent seventeen years with

a railroad known as the Chicago & Northwestern; hence I know a little something about the work you have to perform. I presume you make mistakes. We all make mistakes; mistakes are made in the best of regulated families. To illustrate: I have talked to over 450,000 school children in the past two years on the subject of safety first—public safety. Hence, I go to school quite frequently. I have not forgotten—a short time ago I stepped into the primary grade of a north side school, and I asked a number of questions of the pupils, and in response there were many little fingers snapped. But not so with one question, and that one was, "Little boys and girls, tell the Coroner and the teacher what in a well-regulated home is the first thing that the head of the family should do?" In response there was but one little finger snapped, and that was the finger of little Johnny Jones, the minister's son. I said, "Johnny, tell the Coroner and the teacher the first thing your father did last evening before you partook of the evening meal." And the little boy looked up and said, "Mr. Coroner, there are seven in our family, and the only word spoken by father last evening was, 'Go easy on that butter, because it costs fifty cents a pound.'" That was an honest mistake, due to the high cost of living.

The Coroner has peculiar experiences. The other day I was asked to go down to Joliet and make a few remarks to the inmates of that institution. I motored down there and was one hour late. The Chairman of the meeting was an inmate of that institution. He was not as jovial as the Chairman of this meeting, but a rough sort of a fellow, and he said, "Mr. Coroner, you are one hour late." I says, "I know that." He says, "We are a restless people in this institution (laughter). I have never acted as chairman before; what in hell do I say about you" I replied, "Go ahead, old man, any old thing will do." And then he said, "Gentlemen, I am not going to bore you by talking, but I am going

to introduce you to Coroner Hoffman, of Chicago, who will." (Laughter.) I became excited and I said, "Men, I am glad to see so many of you in here." (Laughter.) And here, I am glad to say we are not in a similar institution.

Becoming more serious, the duties of a Coroner are not pleasant duties; and I believe I see more sadness than any other public official in the world. When a Coroner is called to a home, it means there has been a sudden, a violent, a premature death. We all realize, gentlemen, that some day there will come a knock at our door. It is sad for us to lose father, mother, brothers or sisters from natural causes, but how much more so in a Coroner's case, where it is sudden and without warning. I have stepped into hundreds of homes where the breadwinner was taken away leaving numerous children not knowing where the next crumb of bread was coming from.

We are a thoughtless, a careless, a heedless people; and often in this day and age grab for the almighty dollar; we often fail to extend to one another that consideration which should exist among all mankind. I do not hesitate, as a public official, to state to you here today, that among the 72,000 Coroner's cases in twelve and one-half years, seventy per cent of them are due to the downright carelessness of he or she who lose their lives. We must check the fast pace we are traveling. We must extend to one another kindness. And, Mr. Chairman, since you are a railroad man, as are the other gentlemen—a large percentage, yes I should say sixty-five per cent or more, of all railroad deaths are due not only to carelessness, but to trespassers upon the right of way of the corporations which you represent; and if a law today were enacted—a rigid law, forbidding people that have no business upon the right of way of railroad property, of using railroad tracks as a public thoroughfare for pedestrians, one-half of the Coroner's cases on record for the year 1916 or 1917, caused by railroads, would be wiped out. In other

words, I wish to convey that one-half of the lives lost upon railroads is due to carelessness—seventy per cent, I might say, due to recklessness and carelessness upon the part of the individuals who lose their lives. It is too bad we have not a law in this state—yes, in continental United States—that would forbid us to place our lives in danger thus.

Several years ago I took it upon myself, believing in the saving of human life—four years ago last November, I originated the first public safety commission that was ever organized. I presume at that time I did not know what I was starting, but we do know now that it has spread from coast to coast. The large corporations did at that time have individual safety commissions within their own business confines. The railroads which you represent, I presume, at that time had safety commissions; but I believe, and believe you will agree with me, until such time that this first public safety commission was organized, the subject lay dormant to a certain extent. But there has been a sudden awakening. I remember silence was the order at the time when an accident occurred. Today when a wreck occurs the heads of the railroads are just as anxious to find out what caused that wreck—to find out what caused the loss of lives—as anyone, and if possible, to remove the danger in the future. And it is that way that accidents can be curtailed. They can not be stopped entirely, because accidents will happen as long as mankind is not perfect; but they can be reduced to a minimum, and I believe that is being done. It is cheaper to practice safety first than to pay claims. It is best, when an accident happens, to give it publicity, and if possible, prevent a similar occurrence. I do not know whether I am within the law governing Coroners when we make these recommendations or not. Years ago the records of the Coroner's office of ill-defined, premature deaths were burned, or stored away to mould and decay. Not so today. We are today—and I do not

wish to speak egotistically—using the records of the dead as lessons for the living, because we must to this extent benefit from the sad experiences of others. These records are compiled into statistics, and presented in booklet form, two or three hundred pages. I think the last booklet contains 300 pages and covers 70 cases. We are sending these books into homes, and I believe every man that is interested in his fellow man should have one of these books. So we are not confining ourselves to holding inquests alone, but we make recommendations—not with a view of coercing corporations, but to prevent similar occurrences. And I have yet to find the first railroad official that hasn't been willing to co-operate with us.

You have these investigations to make, and I would suggest that whenever you observe a point of danger, seek to obviate that point of danger. Because, gentlemen, you are engaged in a noble work when you are so doing. It is a duty to our families, to our country and to ourselves. You have spent thousands of dollars in elevating your railroads through congested districts; you have materially reduced the railroad accidents resulting in cripples and deaths, but the automobile has recently come along. They have increased the number of accidents, so that to make them all in all they remain about the same as they did several years ago. The automobile has come to stay. Its use for social and commercial purposes is intense; but there are three classes we are going to curb—and we are going to curb them by law. The speed maniac, the joy rider with one thought in mind, running at a rate of fifty or sixty miles an hour, with utter disregard for human life, and the rich man, the moneyed man, with a few under his belt, doing likewise—the driver at the steering wheel of the auto intoxicated beyond reason. We find them every day, running forty to sixty miles an hour, with utter disregard for the lives of others. The law that will give the judges of this state and of this county

authority not only to fine these three classes, but also a jail and Bridewell sentence—and when that is done our streets will be safer than a battlefield. I propose to present at the next meeting of both houses in Springfield such a bill.

Four years ago I called into my office twelve representative men and two women. I showed them the records of the dead; I showed them, if you please, that we have made over 1800 recommendations, and some of those recommendations have been put in force by ordinance and by laws. I showed them where I, as a public official, with their aid, could accomplish a great deal of good, could save many lives. I showed them the records of the dead, and proposed to them that we should organize a public safety commission. Within a few months that commission grew to 100. Today in associate and active members there are about 700. In conjunction with this commission I have talked in two years to 450,000 school children, on how to conduct themselves. That is not a portion of my duties, but I am doing a kind act to my fellow man when I am in this work. I have made over 200 little talks before meetings as you have here—the Chicago Association of Commerce, the Rotary Club, the Hamilton Club, and so on. And I feel that if I keep that pace up my plate will some day be broken in my happy home. But it is resulting in a great deal of good. If you observe a careless driver, of automobile or horse-driven vehicle, report that man if he is careless. We do not prosecute—we talk it over with him. However, we keep a record of that man and if it happens a third time, we will even furnish counsel to help prosecute.

THREE KILLED AND ONE INJURED IN MOTOR CAR COLLISION.

Bennie Blades, section foreman of Section T-68, and George Blades, who had been section foreman of Section T-70, but who had just resigned his



SHOWING THE POSITION OF THE MOTOR CARS AFTER THE COLLISION NEAR ANTHON, IOWA.

position, were operating motor cars, which collided near Anthon, Iowa, at 10:30 P. M., September 15, 1917, and as a result of the collision George Blades, Sam Short and Hazel Anderson were killed, and Bennie Blades was seriously injured. George and Bennie Blades were brothers. They took the motor cars out at night without any authority and against the rules of the Company, and had invited friends to accompany them for a ride. This accident, in which three were killed and one other may die of his injuries, ought to be sufficient to put everybody on the railroad on notice that motor cars are not intended for joy-riding up and down the track, and that whenever the iron-clad rule of the Company that these cars shall not be used for that purpose is violated, someone should feel sufficiently interested to report the violator or violators of the rule before a horrible accident like the one at Anthon results. A motor car in the hands of anyone except a careful, painstaking, responsible employe of the Company is calculated to do a lot of mischief. The Anthon accident ought to be sufficient to

emphasize the wisdom of the rule of the Company relative to the use of motor cars and to make it impossible that this rule should ever again be violated. The accompanying picture shows the position of the two motor cars after the accident.

DEAL WITH THE DEATH-CAR DRIVER AS WITH CRIMINAL

Commenting upon the automobile accident which occurred at Midlothian, Ill., Sunday, May 13, 1917, in which six persons were killed and the only survivor of the accident was the driver of the automobile, who was bound over to the Grand Jury charged with criminal negligence and manslaughter, the *Railway Employee's Journal* says:

At last a coroner's jury has been impaneled with enough sense of justice and enough courage to put the blame where it belongs for a rail-and-automobile tragedy—to demand that the driver of a death-car be dealt with as a criminal.

Almost any fair weather Sunday in almost any populous section is marked by its railroad crossing horror—an automobile full of people shooting upon

the track, and often "stalling" there in front of an oncoming train; never a chance for the engineer to miss a smash.

People see these horrors, or read about them, and shudder, but they don't give much thought to the railroad company or the trainmen that are thus forced to be shedders of human blood, takers of human life. Public sympathy is for the victims; public condemnation is for the road and the train crew. Yet we railroaders know—and the records show—that most of these crossing tragedies are beyond the power of us or our companies to prevent. We simply can't keep the motor-maniac off the crossing. He often runs by warning signals and flagmen and sometimes he crashes through gates and barriers in order to commit murder or suicide on the track—and to splash us and our industry with blood.

It is the truth to which any train service man will bear witness that the motor-madman at the railroad crossing is the bane and dread of all those in railroad operation. So every operating man and officer will rejoice at this first step toward using the criminal courts to stop these horrors that we cannot stop.

DUMB ANIMALS FREQUENTLY USE BETTER JUDGMENT THAN HUMAN BEINGS

The automobilist who risks his life on a railroad crossing without looking out for trains—like the tramp who steals a ride on the "blind baggage" and is crushed between the cars when a wreck occurs—forfeits everybody's sympathy by the very patent recklessness of his course. To avoid the danger is so obviously the simple and rational course that there are no two ways of looking at the question—though cunning lawyers do contrive to get it before the courts frequently. But the reckless automobilist often, perhaps usually, risks others' lives besides his own; so that the problem of preventing the horrible crossing slaughters, which are now so fre-

quently reported, is far from simple. The Nebraska Supreme Court, in a decision reported in the *Railway Age Gazette* August 31, page 490, declares that persons riding in an automobile and knowing of the existence of danger on approaching a railroad, have a duty to warn the driver; or, at least, to do whatever is possible to save themselves. Neglecting this, they have no claim on the railroad. And no one, thinking what he himself would do, in such a situation if he realized its true gravity, will dispute the logic of the court. This is a phase of the matter on which railroad safety specialists, in the very commendable missionary circulars and lectures by which they endeavor to recall highway travelers to their senses, may well lay emphasis. This ignorance or thoughtlessness is particularly pathetic when all or most of the victims of their own unwise trust in a driver are young and innocent children, as was the case at Saybrook Junction, Conn., August 20. And the lesson has a wide application. Near Perryman, Md., August 30, seven farm laborers, riding to their work on a wagon drawn by mules, were killed on a crossing. The party approached the railroad through a cut five feet deep, with tall corn growing in the adjacent field, so that, in the words of the dispatch, "their vision was obscured." Like thousands of other people, if we may believe innumerable stories told in the courts, these men took no thought of the fact that their hearing was not obscured, except as they voluntarily obscured it. Even dumb animals seem, in some respects, to be wiser than men. A cat, or a horse, approaching that crossing, having the knowledge that those men possessed, would have used its ears as well as its eyes.—*Railway Age Gazette*, September 14, 1917.

TRYING TO SAVE THE BOYS

The following correspondence between Claim Agent J. K. Johnson and the parents of boys reported to be hopping trains is interesting in show-

ing the efforts made by the Railroad Company to restrain boys from taking these terrible chances:

Princeton, Ky., August 9, 1917.

Mrs. Elvis Rogers,

McHenry, Ky.

Dear Madam:

It is reported to us that Harry Rogers is in the habit of hopping trains, in company with Guy Stewart, Justice Beck, Earl Owens and a number of other boys. If he keeps this up, the chances are that he will either be killed or badly injured for life. We are writing you because we want you to know the information we have received, since you are in a better position to persuade Harry to quit this very dangerous practice than anybody else. Harry is old enough to understand the chance he is taking. There are many boys along the line who have lost their limbs or arms hopping trains, many have been killed, brought about by their own acts. The Railroad is in no way responsible for such accidents, and our object in writing you is purely through humane considerations and for the boy's own good. Suppose you watch for yourself if you are in doubt about the way these boys hop trains.

Yours truly,

J. K. Johnson,
Claim Agent.

McHenry, Ky., August 18th, 1917.

Mr. J. K. Johnson, Claim Agt. I. C.

R. R. Co., Princeton, Ky.

My Dear Sir and Friend:

In reply to your letter of advice of August the 9th inst, will say I appreciate the interest you seem to take in the welfare of my boys. I am aware of the fact they are in the habit of catching trains. I have whipped the youngest one repeatedly for it, and I have showed them your letter and they have promised they would quit the dangerous habit of hopping moving trains. So again thanking you for kindly spirit you have shown in regard to this matter. I shall use my

best efforts to keep the boys off the trains.

Yours respectfully,

Mrs. E. P. Rogers.

McHenry, Ky., Aug. 14, 1917.

Mr. J. K. Johnson, Claim Agt., Princeton, Ky.

Dear Sir:

This will acknowledge receipt of your favor of the 9th inst, relative to boys catching moving trains, and I see with much regret my boy's name heading the list. This practice of his is certainly contrary to my wishes and instructions and I certainly thank you for the kindly interest you show in my boy's welfare and want to assure you that I have taken the matter up with him in such a way that I feel that he will not be guilty of this offense again. Again thanking you, I am

Yours very truly,

L. T. Stewart.

A FOOLISH BOY.

A son of Sam Smith, who lives about two miles south of town, while attempting to board a fast moving southbound freight train Tuesday morning, missed his footing and was thrown violently against the surface of the United States, with such force that it took the combined efforts of two doctors to restore him to the cheerful habit of breathing normally. He was employed by the Meyers Construction Co. of Chicago, who are building the high tension power line for the Central Illinois Public Service Co., and had no occasion to be about the train. Jumping trains has become a mania with some young men. Enough legs and arms have been pruned off the witless youth of southern Illinois to fence the right of way of the I. C. R. R. from Du Quoin to Cairo, and yet the fool practice of jumping moving trains goes on.—*Murphysboro (Ill.) Republican-Era.*

MIRACULOUS ESCAPE OF C. H. TILLMAN.

Another grade crossing accident was narrowly averted in Vaiden last Sunday evening.

C. H. Tillman, well known retired business man of Vaiden, was out with his family in his fine big automobile. While the machine was in the act of passing over the Illinois Central crossing just north of the station, and when it had reached a point directly over the track, the engine "quit."

The fast northbound Panama Limited passenger train was already due to pass through the town at the usual top speed.

It was a decidedly critical situation.

Onlookers understanding the impending danger, too far away to render any assistance, were horrorstruck.

Occupants of the car seemed so confused that they knew not what to do.

Meanwhile the Panama Limited drew nearer. The engineer, realizing that the automobile was in trouble, applied the emergency brakes, and succeeded in bringing the train to a dead stop within two hundred feet of the automobile.

The danger passed, Mr. Tillman succeeded in getting his engine into action, and the car moved off the crossing. The train was soon under headway, the onlookers breathed a sigh of relief, and the incident is now almost forgotten.

Warning: Keep posted on the movement of fast trains. Stop! Look! Lis-

ten! Do this before attempting to cross a railway track.—*The Carroll News, August 31, 1917.*

KEEP OFF THE TRACKS.

Another human life was snuffed out on the Y. & M. V. railroad track. A 17-year-old boy lies dead at the Methodist Orphanage, while a mangled companion is on a cot at one of the local hospitals.

Some day, perhaps, the human family will learn that railroad tracks were made to run trains on, not to go to sleep on.

The railroad right-of-way is not a public highway. It is a piece of private property set aside for a specific use, and that is a dangerous use—dangerous for everybody who attempts to use it as a common roadway.

It is singular, indeed, that the public will not profit by the many ghastly tragedies enacted on railroad tracks; that the people cannot be awakened to a realization of the fact that trains and human beings cannot travel on a steel highway and both avoid death and disaster.

It's always easy, of course, to bring suit against the railroads when your loved ones meet death through their own negligence, and often it is easy to mulct the common carrier for a goodly sum of cash, but money is mighty poor compensation for a new-made mound and an aching heart.—*Jackson (Miss.) News, July 25, 1917.*

Locomotive Engineers Interested in Stop, Look and Listen Legislation to Control Automobilists at Railway Grade Crossings

Locomotive engineers took a lively interest in securing the passage of a bill by the last Illinois legislature requiring automobilists to Stop, Look and Listen before crossing railroad tracks at grade, and as a result of their efforts a very good bill was passed by the legislature. One of the

strongest supporters of the bill was Mr. C. J. Singleton, general chairman of the Brotherhood of Locomotive Engineers of the Illinois Central Railroad Company. He appeared before the Committee on Roads, Highways and Bridges, which had the bill under consideration, and delivered an ad-

dress which made a profound impression upon his hearers. We have just succeeded in getting hold of a copy of the address in full, which follows:

Mr. Chairman and Gentlemen of the Committee:

Mr. Culp, the speaker immediately preceding me and to whom you needed no introduction, is the duly authorized State Legislative Representative of the Locomotive Engineers in Illinois. During his many years in office he has sought and been instrumental in having enacted quite a number of laws tending towards a greater measure of safety for our engineers, whose calling is, unfortunately, extra hazardous. In so earnestly advocating the passage of this Bill I feel that he has never undertaken a more conscientious duty, not only to our men in the cab, but to the good people of our State as well as to those who travel by rail. I am indeed glad to have accepted his invitation to assist what little I may in this effort, and trust that this Bill may not meet the fate of like Bills introduced at both the 48th and 49th General Assemblies.

I am now rounding out 35 years of continuous service as a locomotive engineer and representative of my craftsmen, which suggests the unpleasant thought that the day for the scrap pile is drawing uncomfortably near. Being their direct representative I am constantly in touch with the pulse of the Illinois Central Engineers, share their sorrows and their joys, partake of their troubles, trials and tribulations, which have, in the course of time, naturally been varied and many. Through our Brotherhood machine we have always been able to adjust with that company questions of wages and working conditions, and we believe we are still good enough or maybe bad enough to continue to do so, but we are now facing or, in railroad parlance, "up against" a condition or situation that is not possible of correction through committee negotiation with the railroad company.

To the end that there might be a greater degree of safety to railroad employes, and at other times to the public and employes jointly, the legislative branch of the railroad unions have found it necessary to appeal to our law-making bodies from time to time to compel the adoption and application by the railroads of what I will term "safety devices," or to be more explicit—such things as the automatic coupler, air-brakes on freight trains, grab irons on cars, dumping ash pans on locomotives, electric headlights, government boiler inspection and the Hours of Service Laws, and although the railroads invariably "bowed their necks"—opposed us, through the good offices of our friends here in Springfield, likewise in other States and

down at Washington, our prayers were answered.

Now we are confronted with the automobile-grade crossing menace. There is nothing that I know of that is so disquieting, yea, demoralizing to the nerves of our engineers as these numerous, never-ending, unnecessary, avoidable crossing accidents with the consequent slaughter of human beings. The strain or the tension under which our engineers work is heavy enough under the best possible conditions, and if the people who ride behind these men, are wise, they are indeed vitally concerned in the fate of the Bill now before us.

An engineers' hands, face and clothes may be covered with grime, yet he is human and has a heart responsive to joy or pain, and the oftener it falls to his lot to remove from his pilot the dead and battered forms of little children, their mothers and old beloved grandmothers, the greater and tighter becomes the nervous strain—the more "red" will he see, and he, above all others, realizes how easily it could be avoided. Neither the sun nor death can be looked at steadily, and unless these horrors cease many engineers are going to become unfitted for their work, unequal to the task.

There may be some within the sound of my voice who will feel that I am telling tales out of school when I say that modern railroad officials prefer not to have an engineer in the cab of a locomotive, particularly a passenger engine, if his home life is unhappy, and I have just recently seen it in print where one company has posted a bulletin to that effect, and furthermore, I have known of a passenger engineer being called in to the superintendent's office and told to lay off and "rest up." What does such precaution imply? Think it over.

The public demands speed, the railroad arranges the schedule, the Lord makes the weather and the engineer makes the time. It is far from my purpose to bore you gentlemen, but when you are nicely tucked in for the night in a berth in the modern steel sleeper, does it ever cross your mind that the old boy on the head-end of the train in the cab of the 150-ton superheater has some job cut out for himself and incidentally a little business on his mind; that throughout the long night, regardless of weather conditions he must maintain a dizzy speed to the end that you may reach your destination on time and for another reason—that he may keep his job, hold his run; and that he is constantly picking up drawbridge or crossing semaphores, switch targets, order boards, pot signals and block signals without slackening his speed of 60 and perhaps 80 miles an hour? Where is there a calling that carries such weighty responsibilities?

Worry is the undertaker's advance agent. What is the inference? Think it over.

It is not generally known that our passenger engineer is a fair example of the "survival of the fittest." Bear with me while I give you the "dope" compiled by our Grand Chief Engineer—our Executive Officer, Warren S. Stone of Cleveland, O. Out of every 100 men who begin as firemen (apprentices), 17 become engineers; out of every 100 men who become engineers only six ever run passenger engines. Here is something more, and which many of our men do not themselves realize: The death rate of engineers is about eight times that of normal. The Brotherhood insures our members and every man is compelled to carry it,—from the time he comes to us until his insurance is paid to his beneficiary the average is eleven years and seven days. One hundred and seventy-nine (179) engineers were killed on duty last year in addition to all who were crippled. Is our vocation improperly termed "extra hazardous"?

When I stated to you a few minutes ago that automobile occupants were being slaughtered on the grade crossings I was not unmindful that there is nothing so cheap or weak in debate as an assertion not backed up by facts. Listen, the confessed record of one railroad is twenty-two (22) killed and fifty-one (51) injured for the short period of four months last year. The narration of a few of the experiences of our engineers for the past six months, I believe should convince any unbiased mind that the present General Assembly has a sacred duty to perform. Stop, Look and Listen. I have personally compiled this data and I assure you that there is nothing manufactured about it; I here agree to have verified any one or all of the dozen or fifteen instances and ask permission to file a copy with the committee for reference.

Engineer Nelson Frisbie, on passenger train 16, about 4 p. m., June 28, 1916, struck an automobile on the public road crossing west of Warren, Ill. Train running 40 miles per hour. Whistle had been sounded and the engine bell was ringing. This automobile approached the track at a very high speed, the driver evidently concluded he could not beat the train, set his brake and skidded until the front wheels went on the track. Of the six occupants, five were killed and the other seriously injured. Just prior to this accident, the same engineer Frisbie, on passenger train 16, about 2 p. m., while making the station stop at Independence, struck an automobile on the public road crossing about five rail lengths west of the depot. Train was moving slowly, yet one was killed and the other four occupants injured.

Engineer Chas. Van Horn, on passenger

train 305 at about 10:35 a. m., July 20, struck an automobile on the public crossing about three miles west of Colfax, Ill. Open, clear view of the track for 300 feet. This automobile was being driven by a young lady and contained seven occupants—one being about 85 years of age. Car approached the crossing rather slowly, indicating to the engineer it would stop and not attempt to cross ahead of the train. The whistle had been sounded and the engine bell was ringing but no one in the automobile saw the approaching train until too late to stop before fouling the track. However, instead of going squarely on the crossing the lady driver swerved out of the wagon road and received a "side-swipe." Her presence of mind (after seeing the train) probably saved the wiping out of the entire family. As it was, one killed and three injured. Passenger train running about 35 miles an hour.

Engineer Guy Jennings, on passenger train 38, 6:30 p. m., August 9, struck an automobile on the public road crossing near Mayfield, Ky. Car contained two males and two females—not related. Train running about 30 miles per hour, had sounded the whistle and the bell was ringing. These people saw the train approaching, they slowed up for the crossing, then evidently decided to take the chance of beating the train and put on full speed. Two killed, the other two injured. A real joy ride.

Engineer Jerry Ellsworth, on passenger train No. 6 at about 10:35 p. m., August 15, struck an automobile containing five gentlemen, on a street crossing in Jackson, Miss. This street runs semi-parallel to and on a level with the railroad track, crossing it at an "angle." There was a clear, unobstructed view for the driver of the machine for a distance of more than 300 feet, the whistle had been sounded and the bell was ringing. In addition, the electric headlight shone brilliantly on the automobile; Ellsworth observed the driver turn his face and look at the coming train; he likewise saw a man in the rear seat, arise and lay a hand on the driver's shoulder. The driver did not heed. The engineer applied the emergency brakes; the man opened the door and jumped out of the automobile; was knocked unconscious, rolled up against the track; the automobile was hit squarely and the four remaining occupants instantly killed; all were prominent citizens.

Engineer Homer Rhodes, on passenger train No. 12 about 8:30 p. m., October 7, at a public crossing near Richards—for which the whistle had been sounded and the bell ringing, saw an automobile flip the crossing ahead of him although the speed of his train at the time was fully sixty (60) miles an hour, and the electric headlight right on the job. There was no collision, but one of the

five occupants of the machine who seemingly rebelled against such chance taking, after useless effort to have the driver stop, jumped out over the back seat, struck on his head, bounded on to the track and was cut to pieces by the train. This man was a well-to-do merchant, left a wife and four children. The four surviving blockade runners admitted to hearing the whistle and seeing the bright headlight when yet more than 200 feet from the track, but figured that by speeding up they could beat the train over the crossing. This also happened on the open prairie.

Engineer H. B. Parkhurst, on an extra freight train at about 5:30 p. m., October 28, struck an automobile on the only public road crossing in the village of Stoy. The occupants of the machine were a father, mother and five children. The mother was killed and the children crippled or injured. The whistle had been sounded and the bell was ringing. Here was a noisy old rattle-trap that couldn't beat a heavy freight train. All that was needed to prevent this accident was a "stop and a look."

Engineer Jim Dubois, on passenger train 13 about 9:45 a. m., December 16, while making the station stop at Iowa Falls, Ia., was run into by a motor truck loaded with gasoline. The truck hit the side of the locomotive somewhere near the cylinder and swung around until the rear end of the truck slapped against the firebox of the superheater. The gasoline exploded and the driver was cremated on the spot; the locomotive was also put out of business. Whistle had been sounded and bell was ringing. All that was necessary to avoid this holocaust was a "stop and a look."

On February 6, Engineer Frank Heney while backing up near the yards at Herrin, Ill., at a speed of less than 10 miles per hour—with caboose behind the engine, the caboose markers and cupola lights burning brightly; the flagman riding on the rear platform with white light in his hand, was run into on a public crossing by an automobile driven by a negro. The fireman and the flagman saw the lights of the machine when it was three times as far from the crossing as was the train, and when close to the crossing the flagman yelled and swung his lantern, but no use, he had set his head to "beat the train or bust." The automobile struck the steps of the caboose where the flagman was standing, crushing his ankle. The hood wedged under the steps and platform, collided with the main-line switch stand, knocked it down, which caused the switch-points to open, turning over the caboose and derailling a 145-ton freight engine. The conductor was also injured and the negro killed. Had this been a heavily loaded passenger train traveling 50 or 60 miles an hour and hit the

open switch-points, there would have been more to it than employes and niggers.

Engineer Jack Leahan, on passenger train 19, Sunday, July 30, about 12 o'clock noon, struck an automobile on the public crossing one and one-half miles north of Peotone, Ill. The vehicle contained a man, his mother, his sister, wife and two children. The man being the superintendent of our Chicago shops, and he and Leahan being close friends, the "irony of fate."

The collision occurred right out on the open prairie without a thing to obstruct the view. The engineer saw the car when it was some distance from the crossing, it was approaching rather slowly as though aware of the coming train and intending to stop. The whistle had been sounded and the bell was ringing. When the engineer realized the automobile was going to try to pass ahead of the train he shot on the emergency brakes with one hand and opened the whistle valve with the other—holding it open until they struck. The grandmother threw the two little children out the instant before the crash and they were saved, but she was killed and the other three adult occupants were injured, being spilled along the track while the automobile was hanging on the pilot. A "stop and a look" would have made impossible this accident.

Engineer Geo. Henderson, on passenger train 201, October 3, at about 10:30 a. m., struck an automobile on a public road crossing near Decatur, Ill. Carried it 500 feet on the pilot. Killed one of the two occupants and severely injured the other. The whistle had been sounded and the bell was ringing. The driver of the car seemingly thought to beat the train over the crossing, then changed his mind (lost his nerve) and tried to stop—skidded on to the track just as the locomotive reached the crossing.

Engineer Martin Stadler, on passenger train, September 17, struck an automobile on a public crossing near Matteson, Ill. This car contained seven occupants; came on the crossing at a speed of 15 miles an hour; the train running about 25 or 30 miles an hour. Neither stopped for the crossing. Result—two killed, four injured—one got by. Whistle was duly sounded and the bell was ringing. A "stop and a look" would have avoided this accident. The "longest way around is the shortest route home."

Engineer Hank Fogerty, on passenger train 24 at 3:25 p. m., March 8, struck an auto truck near public crossing at Harvey, Ill. This truck while going at high speed attempted to beat the train, then swerved and took up the track ahead of the train but was hit and demolished, both occupants injured; speed of the train less than 20

miles per hour. Whistle had been sounded and the bell was ringing.

Engineer George Wahn, on passenger train No. 7, March 10, at about 3:50 p. m., struck an automobile on public crossing just south of the depot at Loda, Ill. Automobile running slowly but did not stop at the crossing, neither did the occupants look either direction before attempting to cross. The machine was demolished; the driver (a man 65 years of age) was severely injured, but his wife and two other occupants escaped. The whistle had been sounded and the bell was ringing.

You have listened to what happened to a few of the motorists that did not stop, and in not one of these cases would there have been any accident had they only stopped before attempting to pass over the railroad track—and that declaration applies with equal force to the entire automobile-grade crossing condition.

Any restriction less than an absolute stop will not be effective in preventing the very thing which this Bill seeks to accomplish; will not only be futile but will prove to be revolutionary rather than evolutionary legislation. The law should make it mandatory that either the train or the motor vehicle come to a full stop at every grade crossing, and that a movement of a fractional part of a mile per hour is not a STOP. There is ample reason for just such a law, and I submit gentlemen that nothing is law that is not reason.

Now a word regarding warning bells, flagmen, crossing gates and stopboards. Warning bells occasionally get out of order and then they become a trap instead of a safety measure; the flagman's signal is often confused or ignored and they run over him and he, too, is human; crossing gates go out of commission, particularly when run through and carried away; stopboards are treated with contempt—prohibition that don't prohibit in the absence of a

penalty. You can placard a "stop" board with red letters, or paint thereon the skull and cross bones, or label it "Nearer My God to Thee," and yet not overcome that innate desire of some of our people to fly and of others to hurry, hurry—save time, and until our State government lays its heavy hand on them by the enactment of adequate laws, they will continue to take the chance and their relatives, friends and neighbors will keep on walking slow behind them.

Why should this Bill not become a law? Who will criticize such a law? Any considerable number of our people? No, not on your life. Then, who? Probably a comparatively small number of autoists who are more or less irresponsible anyway; they may hold that their personal liberty has been interfered with. Another source of opposition may come from the direction of the Damage Suit Attorney, but he is fast losing out in these automobile grade crossing cases, and, unfortunately, his loss is not the gain of the victims. In a dozen or more states it is now the rule of law that if it can be established that the automobile driver did not come to a stop before trying to cross the track, did not look and listen, the chance for recovering damages is nil. However, that does not end the slaughter, but an absolute stop law will.

"Government of the people, by the people and for the people" is reposed in our law-making body. It is to be hoped and expected that those who have been entrusted with the welfare of the people of our State—to whose generous confidence they are indebted for the honor of their seats upon the floor—will meet the responsibility imposed upon them by the introduction of this bill, calculated to preserve life, limb and the pursuit of happiness. Gentlemen, I thank you.

Employees Discuss Mr. Foley's Letter About the Affairs of the Company and Enlist to Do Their Bit

Mr. Foley's letter addressed to enginemen and trainmen, dated July 10, 1917, giving them first-hand information in regard to the affairs of this Railroad Company and requesting them to discuss the railroad situation with their friends, and thus help the management to batter down some of the unjust prejudice existing against this Company, and railroads in general, was heartily received by trainmen and enginemen. The letter is freely discussed by employees of the Louisiana Division in letters addressed to Superintendent Patterson, as follows:

McComb, Aug. 18, 1917.

Mr. G. E. Patterson, Supt.

Dear Sir: I wish to say that the information Mr. Foley's letter contains furnishes much to think about as well as to talk about. As the letter states, a railroad properly

conducted should be of greatest service to its employes and to all classes of people who use the road as well as to the stockholders who furnish the capital. And an injury to the road is bound to injure the employes and the public as well as the stockholders. Intelligent people will easily see that the only wise plan is for the stockholders, the employes, and the public to work together for the benefit of all. This can only be brought about by giving the fullest and most complete information, such as contained in Mr. Foley's letter, to all concerned, and then a true spirit of co-operation will be brought about among the stockholders, employes and citizens who are willing to "live and let live." Lack of this information causes distrust and antagonism. The co-operation by giving information directly to its employes and through them to the public will also cut out the bad influence of dishonest politicians who too often pretend to serve the public and the working man by baiting public service corporation. I am willing to use all the information I can get to the best of my ability.

Yours truly,

H. C. Moffitt, Conductor.

McComb, Miss., Aug. 11, 1917.

Mr. G. E. Patterson, Supt., Illinois Central Railroad Co., McComb, Miss.

Dear Sir: I have before me circular from the General Manager, and have noted very carefully the contents. In reply beg to say that I heartily agree with the suggestions therein.

It is true there are lots of people who are very prejudiced against railroad companies in general, and I feel sure that if they were educated as to the intentions of the companies, they would feel quite different towards them, and I, therefore, agree that the employees should be posted as to the happenings of their company in order that they may converse intelligently and forcibly with anyone.

Trusting that this will be of some benefit to you, and assuring you of my co-operation along these lines, I beg to remain,

Very truly yours,

T. J. Hart, Conductor.

New Orleans, August 12, 1917.

Mr. G. E. Patterson, Supt., McComb.

Dear Sir: In reference to Mr. Foley's letter of July 10th, the letter contained exceptionally good advice. This is something I have always practiced. I think this is a duty that all employes owe the company.

Yours truly,

F. A. Moore, Conductor.

Canton, August 6, 1917.

Mr. G. E. Patterson, Supt., McComb.

Dear Sir: Referring to letter from General Manager, dated July 10th, I think the General Manager has made a very important move. This letter gives us information we never had before. I have so often had questions asked me that I was unable to answer. Now I can not only answer questions but I can and will talk the railroad's side of the question and be able to give accurate information.

Yours truly,

S. E. Barnes, Conductor.

New Orleans, August 2, 1917.

Mr. G. E. Patterson, Superintendent, McComb City, Miss.

Dear Sir: I read the General Manager's letter with considerable interest, and I am sure that our conductors received some very valuable information, and something which should stimulate them to further the interests of the Company.

I have always believed it to be good policy, to make as many friends for the Company as it is possible.

I am of the opinion that it should be the duty of every conductor whether in passenger or freight service, to enlist the friendship of our patrons along the line, and by so doing, I am sure that we will always get a square deal from them and our relations will be more harmonious.

Yours truly,

E. M. Moales, Conductor.

McComb, Miss., Aug. 1st, 1917.

Mr. G. E. Patterson, Supt.

Dear Sir: I have read Mr. Foley's circular and appreciate the fact that it contains

lots of information which is valuable to us all. I will use this information to the utmost advantage to the company and public, when possible to do so.

Yours truly,

James Leady, Conductor.

McComb, Miss., Aug. 1st, 1917.

Mr. G. E. Patterson, Supt., McComb, Miss.

Dear Sir: In regard to Mr. Foley's circular letter sent out to trainmen and engineers, I think the information will prove beneficial, as it shows the management is trying to co-operate with the employes and that is sure to get results. As for the constant increase in cost of motive power and cars, etc., we can only hope that it will remedy itself some day. But you can assure Mr. Foley that we have a bunch of wide-awake conductors on the La. Div. that is always ready to talk about what a good road the I. C. is and also have an alert superintendent that is always on the job; and I can't see why we cannot do anything any other division can do toward making the I. C. show up good to anyone that has been antagonistic to the railroad and others as well.

Yours truly,

B. F. Fortner.

McComb, Miss., Aug. 1st, 1917.

Mr. G. E. Patterson.

Dear Sir: I am pleased that I can say and am in a position to say a good word for the I. C. R. R. and I am sure that Mr. Foley's letter will to a right thinking mind be a great help to employes, who will thank the General Manager for the information. I, for one, send many thanks to him and will try at all times to say a good word for the Illinois Central R. R.

Yours truly,

C. K. Vawter, Conductor.

New Orleans, Aug. 1, 1917

Mr. G. E. Patterson, Superintendent, McComb, Miss.

Dear Sir: I am in receipt of circular letter from the General Manager relative to conductors endeavoring to secure the friendship and good will of the patrons and public along our line. I read Mr. Foley's letter with much interest and the information it contained, I assure you, is of value to me. This letter is in line with the policy I have pursued and I shall pursue in the future as in the past—continue to make as many friends for the company as I can. I believe that Mr. Foley's letter will, in others as well as myself, accomplish the object it was intended for and no doubt will bring good results.

Yours truly,

Wm. Grafton, Conductor.

New Orleans, July 30, 1917.

Mr. G. E. Patterson, Supt.

Dear Sir: The attached letter is very instructive and enables trainmen to give valuable information which no doubt will be appreciated by the public and make many friends instead of enemies for the company. President C. H. Markham's answers to questions in reference to rate increase also gives valuable information, and when the public learns that some railroads are not a paying proposition, and others are just making ends meet, due to enormous increase in labor, fuel and materials, they will take sides with railroads in having rate increase granted, as a number of persons are ignorant as regards to condition of railroads, and to have improvements made and maintain service as required from the public is impossible without rate increase, and if all trainmen will study President Markham's reply in this month's magazine, and give information to traveling public, the public will agree to a rate increase.

Yours respectfully,

W. Moales, Conductor.

McComb, August 2, 1917.

Mr. G. E. Patterson,
Superintendent.

Dear Sir:

In regard to the General Manager's circular, I will say that I think it is the best thing I ever saw gotten up. As you know, railroad men as a rule do not talk anything but railroading. Perhaps the reason is that they have never been furnished with information before. If a farmer were to get into conversation with me and ask me something about railroading, I could tell him, but if he were to ask me about the number of cars owned, or the number of engines owned, or the financial condition of the company, I could tell

him very little about that unless I were furnished with this information by the company. Now you have furnished me with this information and I will be glad to talk about it. We come in contact with lots of people and we ought to be able to do a lot of good.

Yours respectfully,
E. F. Simmons,
Conductor.

McComb, Miss., August 1, 1917.

Mr. G. E. Patterson,
Superintendent,
McComb, Miss.

Dear Sir:

Referring to Mr. Foley's letter, will say I appreciate a feeling of this kind from the officials, knowing that the employees will do such as they can to assist the officials in any way. There has always been too much of a twilight zone between officials and employees on which many employees do not feel justified in infringing for fear of criticism. Some ten years ago, two young men arrived at the Union Station and asked an I. C. Operator and a Conductor, the time of the next train for Seattle, Wash., stating they had just arrived in this country, and had not purchased tickets. The Operator told them the time of departure of the S. P., T. P. and I. C., through trains. They stated they were told the S. P., was the best road out of New Orleans. Thanking the Operator for the information, they went over and sat down in the waiting room. A short time later the Conductor, who was then in freight service, went over and introduced himself, showing his card and explaining the advantages of a trip from New Orleans over the I. C., whose service was unexcelled, and west out over the prairie and mountains, the Switzerland of America, without additional cost, and assured them this trip would be a treat to them. These gentlemen went to the ticket window and purchased tickets to Chicago via I. C., and west over the U. P., and thanked the Conductor for his kindness.

Should this or similar occurrence happen again, the Conductor would say the best service in the United States was on the Illinois Central R. R. This is only one of many things I have seen in the last twenty-three years. I told one of our ticket agents at one of our principal stations, I would like to word a motto for him to hang up in his office for the public to see; and it was this: "Regardless of H. C. L., and advance in prices of all things, courtesy is still free here," and I would like him to live up to that motto. I believe the day will come when every employee will think himself a part of the company.

Respectfully yours
R. E. McInturft,
Conductor.

McComb, Miss., July 31.

G. E. Patterson,
Superintendent,

Dear Sir:

I, for one, appreciated Mr. Foley's letter very much, as it contained a great deal of valuable information. Such letters addressed to the "ranks" make the individual feel that he is a part and parcel of this great organization, and makes him a better and more valuable employee, in my opinion.

Respectfully,
C. C. Clement,
Conductor.

Canton, Miss., July 27, 1917.

Mr. G. E. Patterson,
Supt. La. Div., I. C. R. R.,
Macomb, Miss.

Dear Sir:

General Manager's letter of July 10 received and read with interest. Generally speaking, I would say that the employees of the Illinois Central railroad are a very fairly well informed body of men and that they are ever ready and willing to extoll the things of interest which surround them in their various spheres of activity. Occasionally, as was the case of the man in the circular, someone is called upon to give more than a "yes" or "no" answer to an inquiry that requires a more comprehensive answer.

Then, if your employee has been a close observer of conditions and a student of the economical resources of the country through which he runs, he will find no difficulty in

giving out first hand information that is valuable alike to the listener, the railroad, the country at large and his superiors, for he is voicing what they would desire him to say.

Yours truly,
L. A. Loutzenhisen,
Conductor.

New Orleans, La., July 26, 1917.

Mr. G. E. Patterson,
Superintendent,

Dear Sir:

I have read Mr. Foley's letter of July 10, 1917. It is a very interesting letter and gives the employees a whole lot of valuable information regarding the Illinois Central system which they should know. I shall keep my letter for future information.

Yours respectfully,
A. E. Broas,
Conductor.

New Orleans, La., July 27th, 1917.

Mr. G. E. Patterson, Superintendent,
McComb, Miss.

Dear Sir:

The General Manager's letter meets with my hearty approbation, and I think it is a step in the right direction. We should get together collectively and put forth our best efforts in making the intent of the General Manager's letter a general success.

In doing this we can accomplish both politically and commercially a great amount of good. I am willing, and I feel safe in voicing the sentiments of my fellow craftsmen in bringing this to the attention of the public in general.

Yours respectfully,
Jas. Ashton,
Conductor.

McComb, July 30, 1917.

Mr. G. E. Patterson,
Superintendent.

Dear Sir:

I think Mr. Foley's letter a splendid one. It will enable employes to intelligently discuss railroad questions with the public. If the public is made to understand the true situation and the justness of the contention of the railroads for an increase in rates, the increase will undoubtedly be granted.

Yours respectfully,
R. S. Lee,
Conductor.

McComb, July 30, 1917.

Mr. G. E. Patterson,
Superintendent.

Dear Sir:

I wish to state Mr. Foley's letter is the source of a lot of valuable information that was new to me. I have always made it a point to try and show the public that the railroads only ask for a square deal and that instead of getting that they are being abused by the public. The information contained in Mr. Foley's letter will be of help.

Yours truly,
J. B. Price,
Conductor.

McComb, Miss., July 26, 1917.

Mr. G. E. Patterson,
Superintendent.

Dear Sir:

I would like to say that I think Mr. Foley's letter about the affairs of the Company is a very good one. The increased expenses of conducting the property were noted with much surprise. It is well to give us an idea of the situation. I think the suggestion that the enginemen and trainmen should talk to the outsiders is a good one. The Company has been loyal to its employes, and the employes should show their apprecia-

tion by taking a greater interest in the affairs of the Company. By doing so, they can help to diminish the number of law suits against the Company. They can also assist in getting a raise in freight rates. I shall certainly do everything in my power to advance the Company's interests.

Very respectfully,

W. J. Taylor,
Engineer.

Mr. G. E. Patterson,
Superintendent.

McComb, August 1, 1917.

Dear Sir:

Referring to Mr. Foley's letter, I wish to say that there was a great deal of valuable information for the employes in it, and the employes will no doubt gladly present these facts to members of the public as they have the opportunity to do so.

Yours truly,

S. Bradley,
Conductor.

Mr. G. E. Patterson,
Superintendent.

McComb, July 24, 1917.

Dear Sir:

Referring to Mr. Foley's letter of July 10th, will say that the information contained in it is valuable to the employes, and they should make every effort to make it valuable to the Railroad Company. The high cost of railway material and the increase in wages to the employes has decreased the net earnings of railways considerable, and in order that the railways may maintain the high standard that they are now maintaining, the employes will have to assist them in arousing the public to the true situation. Each and every one of us should be as saving with fuel and supplies as possible, and we should also explain the railroad side of the railroad question to the public.

Yours truly,

R. F. Barnes,
Conductor.

An Interesting Letter Written Fifty-Five Years Ago by the Agent at Sandoval to His Superintendent

Sandoval, Sept. 24, 1862.

J. C. Jacobs, Esq.:

Dear Sir: I received telegraph from you this a. m. in regards to detention of fish, and as I could not explain to you so fully by telegraph, I write you. There have been within the last ten days number of consignees here in search of their goods, and I have received many letters of inquiry in regards to goods, some of which were claimed to have been on the road two weeks. The detention of those from the East has been partly caused by the suspension of ALL business at Cincinnati and partly on account of the O. & M. Road being obliged to unload a number of their cars at Aurora, Ind., to empty them for government use and thus leaving a lot of Sandoval freight at Aurora for ten or twelve days. Another cause of detention has been that cars have been sent here from both Cincinnati and St. Louis without waybills, these of course I could not get. In other instances they have given me bills for goods in cars that would not arrive for a week afterwards, which would show that the goods were detained after leaving starting point on their road.

Mr. Hinckley tells me this evening that their warehouse at St. Louis is full of freight for want of empty cars, and for this reason he has ordered his agent here nearly every day for the last two weeks to send him all the cars he could empty—this has caused another accumulation of freight on our side track. I have now on hand thirty-two cars oats, three of staves, two of tobacco, one of lead, one of lumber and one of cotton beside as much on the platform and in warehouse as can be got and leave room for transfer of merchandise. As I told you in my dispatch of this a. m. the detention of freight is not caused by one side—business on the O. & M. road is worse mixed than you could form an idea of from what I can write you.

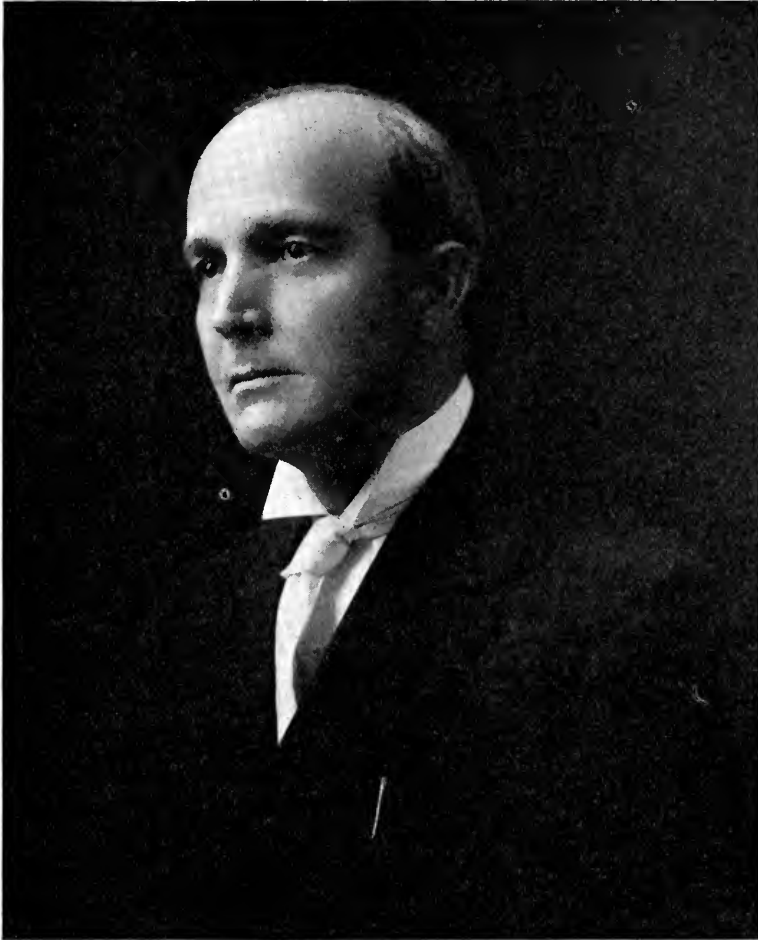
Agent or switchman just tells me that he will commence taking away our freight tomorrow; should he do so this will give me all the empty cars our business will require for three days at least; should he not do this I must ask you for empty cars tomorrow—in either case I will telegraph you.

E. J. Butler.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 31



HON. ROBERT BURNS MAYES,
District Attorney at Jackson, Miss.

ROBERT BURNS MAYES, Judge, born Gallatin, Miss., June 28, 1867; son of Herman Bowmar and Charity (Barlow) Mayes; educated in public and private schools at Hazlehurst, Miss., and attended University of Mississippi,

LL. B., same, 1890; married Lelia Hart Beaty of Jackson, Miss., February 21, 1900; began practice of law at Hazlehurst, Miss., 1890; member Mississippi Senate, 1892-3; Special Agent in United States Treasury Department, 1893-5; resumed law practice at New York, 1895-7; returned to Mississippi and practiced at Hazlehurst, 1898-1903; Judge Chancery Court, 1903-6; appointed Associate Justice Supreme Court of Mississippi, May 10, 1906; Chief Justice, April 16, 1910, to August 12, 1912, resigned; and has been one of the District Attorneys for the Illinois Central Railroad Company and The Yazoo & Mississippi Valley Railroad Company at Jackson, Miss., since 1912. He was President of the State Bar Association of Mississippi, 1913-1914. (From "*Who's Who in America*," Vol. IX). Judge Mayes is the senior member of Mayes, Wells, May & Sanders, the present very efficient District Attorneys for Mississippi for the Illinois Central and The Yazoo & Mississippi Valley Railroads.

Recent Decisions

When movement from point to point within a state is not intrastate commerce.—In *Western Oil Refining Co. v. Lipscomb*, 244 U. S. 347, opinion by Mr. Justice Van DeVanter, the Oil Company sought to recover money paid under protest as a privilege tax in Tennessee. It had an oil refinery in Illinois and a steel barrel factory in Indiana and was selling its products upon orders taken by traveling salesmen in its employ. For the purpose of filling orders it shipped into Tennessee a tank car of oil and a carload of barrels and filled the orders from the cars through a traveling agent, who drew the oil from the tank into the barrels or into others furnished by the customers and made delivery to them, collecting the price at the time. The cars were billed to the Refining Company at a point in Tennessee, where part of the orders were filled, and thence rebilled to the Refining Company at another point in Tennessee, where the remaining orders were filled and the supply of oil and barrels exhausted. This was done in pursuance of the Refining Company's plan and intention at the time of original shipment that the car should remain at the first place only long enough to fill the orders from there and should then proceed to the second. The Court held that the movement to the first place and its continuance to the second were connected parts of a continuing interstate commerce movement to the latter, and that the Refining Company could not be subjected to an occupation or privilege tax under the law of Tennessee because of the sales consummated at either destination; and that the Court has often said "it is the essential character of the commerce, and not the accident or local or through bills of lading, that is decisive."

State courts applying Shreveport doctrine.—In *St. Louis, I. M. & S. R. Co. v. State*, 197 S. W. 1, the Supreme Court of Arkansas held on July 9, 1917, that where the Interstate Commerce Commission approved the carrier's interstate rates, but ordered it not to discriminate against interstate traffic by charging it over 1 cent more than for certain intrastate shipments, the carrier might remove the discrimination by advancing the intrastate rates to within 1 cent of the interstate rates, although a state statute prescribed lower rates.

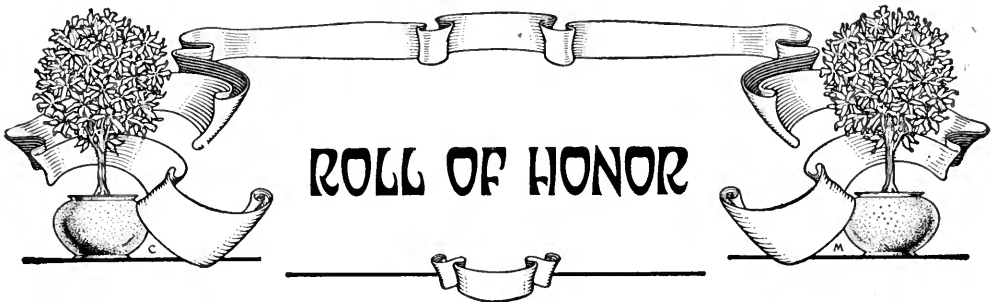
Platform, stools.—In *Sellars v. Southern Pacific R. Co.*, 166 Pacific, 599 (Cal.), it was held that a carrier's failure to furnish platforms, stools, or assistance for safety and comfort of passengers alighting from cars may constitute actionable negligence.

Damage for negligence in carrying corpse.—In *Deavor v. Southern Express Co.*, 76 So. 288, it was held that in action for damages for negligence in carrying or delivering corpse of plaintiff's brother, the damages were consequence of

breach of contract for interstate shipment governed by federal laws, and plaintiff having failed to show damage other than mental anguish, could not recover.

Notice of claim.—In *MacElwin v. U. P. R. Co.*, 163 N. W. 845 (Nebr.), it was held that under bill of lading requiring notice of “damage for loss of or injury to” live stock, notice was not required where claim was solely for damages for loss of favorable market, shrinkage, and expense of feeding at destination; also that where there was proof of unreasonable delay, carrier must prove delay was not caused by its negligence though owner accompanied shipment.

Injury to passenger.—In passenger’s action for personal injury while ascending car steps from being struck by unidentified falling obstacle, evidence held to raise presumption of carrier’s negligence. *Quigley v. P. & R. R. Co.*, 101 Atl. Rep., 654.



Bonnicfest, Clearwater, Fla., May 19, 1917.

My Dear Mr. Bristol:

Thinking it might be interesting to many of my friends and the readers of the Illinois Central Magazine, I have taken the liberty of writing as briefly as possible my autobiography, interspersed with one or two reminiscences as we journey along.

I was born in England, educated in the public schools and graduated from Craig's College; learned telegraphy, worked for the London, Brighton & South Coast Ry. Co. as an operator; the London & Northwestern Ry. Co. in the freight department, the London, Chatham & Dover Ry. Co., in connection with the British custom-house, and the Chemin-de-fer-du-Nord Ry. of France, in the City of London.

At the age of eighteen I enlisted in the Rifle Brigade of the British Army, serving in Egypt and other Mediterranean ports. After four years I returned to England, but there finding working conditions unsatisfactory, decided to emigrate to America, going direct to Chicago in 1889. I secured the position of flagman with the Illinois Central Railroad Company on a grade crossing in the South Water Street freight yards, at elevator "A."

I was not on the crossing job long before I was promoted to various positions in the yard, such as taking track reports, seals, etc., etc., on what was and is known as the pier, where those who have visited that neighborhood in the winter time know, with an east wind blowing off the lake, it was anything than like Florida.

A little later on, through the efforts of one August Ramar, at that time the Team Track Foreman, I had the good fortune to be further recognized and transferred to the Local Freight Office proper, being given a position in the Claim Department checking blind tallies, handling tracers, claims, etc., under the supervision of one Michael J. Doyle, long since dead.

In those days the office was located in the old stone building immediately on the north side of South Water Street and was then the outbound house, now, I believe, used as the inbound house. But working conditions were not what they are at the present day by any means, for when the gas froze up we worked by candle light; those who sat near the one stove perspired most of the time, and those who were farther away shivered most of the time, so when we moved to the present quarters upstairs, with steam heat and electric lights, we were happy and contented, even though we did work fourteen hours most days. We had no such thing as adding or billing machines to aid us in the work; it was "sling the ink" and use your head on figures, and be thankful you had a steady job with a company you might be sure would send its pay car promptly when the day came around.



WILLIAM T. BUCK.

After filling various positions up to that of Chief Clerk and Accountant, was transferred to the Company's Commercial Office on Adam Street, as Contracting Freight Agent under Commercial Agent Young and Assistant Commercial Agent Githens.

After serving my apprenticeship as a "Freshman" in the freight soliciting line (as Mr. Powell puts it), I finally landed the

job of Traveling Claim Agent in the Freight Claim Agent's Office.

Later on I assumed the position of Chief Clerk in the Freight Claim Department.

Now I come to the saddest part of my story, and that is, owing to ill health, having to give up taking any further active part in the work with all those I loved so well, all of whom, from the President to the office boy, have at all times (but more especially during my affliction) been so kind and considerate, the thought of which helps me to bear with fortitude my present unfortunate condition.

I enclose herewith photographs of the bungalow I was able to erect through the kindness of so many of my dear friends and co-workers, and for which I wish to take this means of thanking each and every one (I wish I could do so personally), and I hope and trust that as many as can find it convenient and possible will from time to time pay me a visit in Clearwater, where they may rest assured they will find at all time a hearty welcome.

Again thanking all for what has been done for me, I remain, my dear Mr. Bristol,

Your most gratefully,

WM. T. BUCK.

Mr. B. D. Bristol, F. C. A.,

I. C. R. R. and Y. & M. V. R. R.,
Chicago, Ill.



BUNGALOW OF WILLIAM T. BUCK, "BON-
NIECREST," CLEARWATER, FLA.

Courtesy

Offering a seat to the man who enters your office is not courtesy—that's duty.

Listening to the grumbings, growlings, and groanings of a bore, without remonstrating, is not courtesy—that's forbearance.

Courtesy is doing that which nothing under the sun makes you do but human kindness.

Courtesy springs from the heart; if the mind prompts the action, there is a reason; if there be a reason, it is not courtesy, for courtesy has no reason.

Courtesy is good-will, and good-will is prompted by a heart full of love to be kind.—
From the Ambassador.

Appointments and Promotions

Effective September 15, 1917, Mr. Louis J. Joffray is appointed General Fuel Inspector, with headquarters at Chicago, vice Mr. Henry B. Brown, resigned to accept service with another company.

Effective September 16, 1917, Mr. Herbert G. Morgan is appointed Signal Engineer with headquarters at Chicago, vice Captain Warren M. Vandersluis, resigned to enter Military Service.

Effective October 1, 1917, Mr. Victor U. Powell is appointed Master Mechanic of Chicago Terminal and Illinois Division, with office at Burnside Shops, Chicago, vice Mr. Henry C. Eich, resigned to accept service with another company.

Effective October 1, 1917, Mr. Edward Lawless is appointed Master Mechanic of the Wisconsin Division, at Freeport, Illinois, vice Mr. Victor U. Powell, transferred.

Effective October 1, 1917, Mr. George S. Rought is appointed Train Master of the Freeport, Madison and Dodgeville Districts, with office at Freeport, Ill., vice Mr. Harry G. Bridenbaugh, assigned to other duties.

Effective October 1, 1917, Mr. H. H. Shutt is appointed Traveling Freight Agent, with headquarters at Memphis, Tenn., vice

Mr. Armour C. Bowen, resigned to enter Military Service.

Effective October 1, 1917, Mr. N. B. Camp is appointed Traveling Freight Agent, with headquarters at Little Rock, Ark., vice Mr. H. H. Schutt, transferred.

Effective October 1, 1917, Mr. W. E. White is appointed Contracting Freight Agent, with headquarters at Jacksonville, Fla., vice Mr. N. B. Camp, promoted.

The firm of Messrs. Mayes, Wells, May & Sanders, having been dissolved by mutual consent, effective October 1, 1917, the firm of Messrs. Wells, May & Sanders, consisting of Ben H. Wells, Geo W. May and J. O. S. Sanders, has been appointed District Attorneys for the Illinois Central Railroad Company in Mississippi, and Local Attorneys for Hinds County, Mississippi.

The firm of Messrs. Mayes, Wells, May & Sanders, having been dissolved by mutual consent, effective October 1, 1917, Judge Robert B. Mayes has been appointed District Attorney for The Yazoo & Mississippi Valley Railroad Co. in the counties of Adams, Amite, Franklin, Jefferson, Carroll, Claiborne, Copiah, Grenada, Hinds, Holmes, Madison, Warren, Wilkinson and Yazoo, in Mississippi.

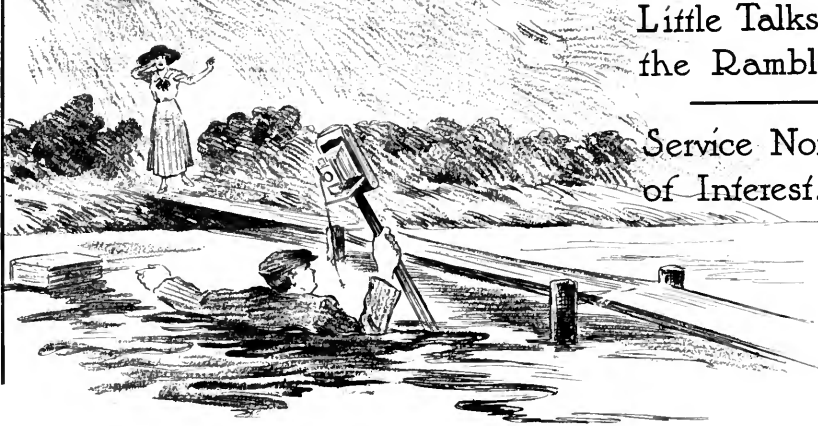
The Following Letter from Superintendent Atwill to General Manager Clift Is Self Explanatory— Of Course, the Company Is Grateful to these Children for the Very Effective Work that Was Done by Them and a Letter to that Effect Has Been Written

"Herewith form 1314, covering fire discovered at Bridge GD 8-2, which is a 70 ft. OD trestle between Colp Lead and Cambria, 9:15 A. M. July 10th, which fire was discovered by three children, Miss Ruth Upshaw, age 12, Miss Bonnie Upshaw, age 19, and Master Ersel Persell, age 15, who reside near Carterville, R. F. D. No. 1.

These children, who live on a farm about one-fourth mile south of this bridge, discovered the fire and got buckets and a lard can and two of them extinguished the fire, while Miss Ruth Upshaw flagged passenger train No. 521. There was no material damage to the bridge, except to char some of the timbers and heat the rail.

We would have undoubtedly lost this structure had not these parties by their promptness taken care of the situation, and I have written to them, expressing the thanks of the Management, and further recommend that an item appear in our magazine, copy of same to be furnished them. There was no damage."

PASSENGER TRAFFIC DEPARTMENT



Little Talks with
the Rambler

Service Notes
of Interest.

Wayside Talk Echos

"No, sah!" suddenly broke out the negro more as if talking to himself than to us, "I just don' know wheah I's at since I don' get my money as usual. Beyond all unreasonable doubt there seems to me some other changes has to be made by dat lawyer man. I suah always feel dat da are too much powah for my wife to habe. She are not capable to habe dat powah and theah's lots of t'ings in which I habe to hold back. Such powah as dat are not belong to no colored woman but a very few."

"What's that all about, Uncle?" laughed the Rambler, while Tyro glanced from his fishing line which he had been intently watching and looked at the speaker with evidence of a lurking smile on his countenance, as if anticipating something to follow that he as a newspaper man would call of "human interest." "I don't know what you're talking about, Uncle; better give us a diagram of your conversation." "Why, sah, I tell you," the negro replied, "and I leabe it to you gen'men from de norf if I ain' got no good reason to be uncomplainin'. You-all jus' see dat most de time I look

after a gen'man's place ober on de shoo when he ain' dere put he's libbin in de norf when de summer time come. Well, sah, one day two, tree, years ago, dat gen'man say to me, he say, 'Uncle, where you lib?' an' I dun tol him. Den he say, 'Uncle, why don't you own a lil shack,' lil bumbaloo, I t'ink he call it, 'ob youah own?' I tell him dat take too much finacalin for dis nigger's haid. An' he laugh an' he say, 'look heah, I'll show you.' Den he take out long pencil from he pocket an' he get a lil piece paper an' he cover it all ober wid figgers. He tell me how much I get an' how much I ought to get an' how much I ought to sabe. Bimeby the first t'ing I know he take me up to Mr. lawyer's office and I sign great big paper—what you call it, morgue? Morkage? 'Yes, dat's it," he beamed as the Rambler gently suggested that mortgage was the word he was after. "Well, sah, den I habe my own lil home and I reckon I suah was mighty proud of dat fac. Bimby howsumebber, dat lawyer man begin pesterin 'bout intrust an' payment on dat, what you call it? Oh, yes, morkage. I don' know nothing 'bout dat intrust,

but I gib him some lil money when-
 eber I could, but it did suah seem so I
 nebber could keep much money 'bout
 me to gibe him. So one day last win-
 tah, when my boss he down from de
 norf, he say to me, 'Uncle, dis will
 nebber do. You come wid me to dat
 lawyer agin, an' I go.' Look out
 dar!" he suddenly exclaimed to Tyro,
 "why don' you lan' dat fish? You
 suah got a big bite!" But Tyro, in
 his interest in what the negro had
 been saying, had so far neglected his
 line that the fish got away, much to
 uncle's disgust, who exclaimed, "sho
 man! dat's too bad." "Never mind,"
 laughed Tyro, "go on about that law-
 yer man Uncle." "Well," the colored
 man continued, "dat suah do weigh
 pow'ful heaby on my min', what dat
 man do to me. You see, my boss
 from de norf he fix it up so dat it
 'pears I have to do all de work an' my
 wife get all de money. It was dis way.
 My boss he pay all my wages to de
 lawyer man, an' dat fellow he keep
 some out for, he say, to be 'plied on
 de morkage, den he gibes all de rest
 to my wife, 'sep \$5.00 a month. Yes,
 sah, \$5.00 a month, dat's all I get. It
 suah keeps me broke, an' I leabe it to
 you gen'men if such powah as that are
 not belonged to no colored woman?
 But, tell me Mr. Ramblah," he shifted
 abruptly, "what's dat you say lil wile
 ago when you 'splain you mus have
 di'gram of what I say? What's a
 di'gram?" "Why," said the Rambler,
 with mock seriousness, "I fear I was
 a little careless, Uncle, in my manner
 of speech, for the word diagram used
 in the connection that I used it was
 a slang way of saying that you should
 make as clear as a diagram what you
 meant about there being 'no unreason-
 able doubt that changes have to be
 made.' Diagram, you know, is a sort
 of picture which shows on paper cer-
 tain things more clearly than they can
 be made in the telling. "Yes, sah,
 yes, sah, I see!" the negro exclaimed,
 "an' I hopes I's di'gramed my convah-
 sashun with sufficiency to make you
 all understand why I gibe my con-
 sent while I's workin' for dat man in

de norf to take you all out on de
 bayou dis eb'nin for such reasonable
 'siderashun as was 'goshiated. You
 see, I need de money." "That will
 cost you at least a two-bit tip, Ram-
 bler, in addition to the agreed wage,"
 said Tyro in an undertone.

By this conversation was the still-
 ness of three men in a boat on a bayou
 near the southern metropolis uncon-
 consciously broken by the negro who had
 paddled us under moss-covered over-
 hanging branches into the still waters
 of a bayou on an alleged fishing trip.
 The three men were the Rambler,
 Tyro and myself, the fact in the mat-
 ter being that the Rambler and I were
 in the city together on a matter of
 business, and that we had unexpect-
 edly met Tyro just emerging from a
 second-hand book store in the French
 quarter of that same city. It devel-
 oped that the latter had been sent
 south with but an hour's warning on
 an errand of some importance for his
 paper, and that when he had run
 across us he had but an hour before
 telegraphed home the result of his
 quest and was free for the remaining
 two-thirds of the day, until the depar-
 ture of the evening train, to indulge
 in his proclivity of browsing about. We,
 too, had finished our errand in the city,
 and finding ourselves thus reunited
 far from home with time on our
 hands, the Rambler was reminded
 that were he to keep up his bluff of
 being a piscatorial fiend the opportu-
 nity and locality was at hand to make
 a showing. So he proposed that we
 should have a hasty lunch and get
 some boatman to paddle us down the
 river, to spend the afternoon in some
 of the nearby bayous fishing for
 sheepshead, croakers or any other
 finny game that might come to our
 hooks. Tyro and myself were not
 particularly interested in the fishing,
 but the former had never to be urged
 to go anywhere or do anything that
 would put him in contact with nature
 and the great out-of-doors. We ex-
 pressed our feelings to the Rambler
 as to the game side of the proposition,
 but heartily agreed that it would be

worth while for us to go with him to see what *he* could catch, provided he would get us all back in time for No. 2. This last he said he would do; and, as we hastily disposed of a sandwich and a cup of coffee from off a high stool, he confided to us that the height of his ambition had always been to land a sheephead. If he was lucky, he added, he was just as liable to have his ambition realized in this off-hand, unpremeditated short trip as though he had made elaborate preparations therefor in the matter of picking some special ground with unlimited time at his disposal.

Incidentally, it may be mentioned in this connection that the negro's breaking in with his soliloquy in the way that has been related seemed to hoodoo the fishing for the short time remaining of the afternoon, for the net result of our entire afternoon's labor was one cat-fish, caught by the Rambler.

So we were back to the city early and in due time boarded our train for home. We had purposely deferred our evening meal until on the way, agreeing that we would have a late dinner and make a social time of it in the dining car. In the latter, after the edge of our appetites had become dulled, the flow of friendly conversation increased, and in it many was the good-natured jest that passed between us. At one time Tyro, who seemed greatly to have enjoyed our fishing trip from his own peculiar point of view, but in which the catching of fish was the least consideration, was reminded to quote from Uncle's conversation of the afternoon, he ending something he was saying with "an' I hopes I's di'gramed my convahsashun with sufficiency." At this the Rambler smiled, but remarked "that was rather a fresh nigger we had with us this afternoon, butting in with his chatter and spoiling the fishing." Tyro came to the negro's defense by saying "but you started him, Rambler," and hastened to add on seeing Rambler's questioning look, "that man had on his mind what was to him

a deep trouble, and in accordance with a habit of his race he really in the beginning was unconsciously talking to himself when you asked him what it was all about. I do not think he knew at the time that he was talking aloud, or had any intent of putting himself out of place by addressing himself to us. But how did that spoil the fishing?" "Because," was the reply, "you were not satisfied with hearing about the financial troubles of our colored brother, but insisted in drawing him out with all kinds of further chatter, so that the minds of all of us was diverted from the fishing. I did *so* want to get a sheephead. "Oh, hang the fishing," laughed Tyro. "You know it's a part of my profession to know and understand human nature, and that it's my obsession to be in contact with the great and glorious out-of-doors whenever possible. Therefore the combination of that negro character and of the water, swamp, the hanging moss and the good, open air was worth to me a whole string of the rarest fish that was ever caught. So don't worry, I have had a bully time this afternoon, although I am sorry if I spoiled your pleasure. "Inasmuch as there was no certainty that there was a sheephead in those waters I will forgive you," was the good-natured retort, "for to be honest I had a good time, too."

"But speaking of 'being sufficiently di'gramed,' did you ever notice to what an extent all classes of people seem to want a diagram, as the slang expresses it, for almost everything except that in which they are themselves sufficiently interested to concentrate until a proper understanding is reached? Take, for instance, our folder here," and reaching into his pocket he took out the red general folder of the system. "Your newspaper paragraphers would be shy quite a bit of their stock in trade were they prohibited from giving the railroad folder, in general, a dig whenever occasion offers. And yet, in nine cases out of ten, it is not the folder that is at fault but the careless, or superficial way in which the public pretends to use it.

Take this one of ours, for example, and not to go into detail, a thoughtful glance through each of its pages will show that with a large and somewhat involved system to represent comprehensively, such as ours, the showings are clearly and simply put, each in proper place. But with it and similar publications of other roads, the trouble is that the public will not give the same care and thought to its perusal that they would to looking up a word in the dictionary, for instance."

"I know," approvingly nodded Tyro, "it is something like our advertisers who are always disappointed if they do not see their little three-inch single column advertisement at the 'top of page next to reading matter.' Your careless or thoughtless man is apt to condemn the railroad folder if he does not find the station he is looking for at the head of a column on the first page he turns to. Again, like our big Sunday newspapers, he is apt to forget that the folder contains information, as does our Sunday edition, not for him alone but for all classes, or in the case of the folder, for all sections of the country your road traverses. We expect an intelligent process of elimination to be applied to our paper, a man or woman selecting and reading only that part which interests him or her; not condemning the paper as a whole because of its bulkiness, but remembering that the portion they have discarded may be the very part that someone else will select. So with your folder, let me see it please," and taking it from the Rambler he scanned its pages hastily with a newspaper man's quick perception of what they contained. "I doubt now," he finally continued, "how much of an effort is made by a prospective traveler to eliminate intelligently that portion of this, or any other folder, having no bearing on the section of country that it is desired to reach. For instance, how many do you imagine wishing to go, say, to T—— station located somewhere here in the South, first think to look up that station in the index and find therefrom, by corresponding number, the table on which that station is shown. If this were always done, the inquirer would be able (with the pos-

sible exception of a comparatively few stations, like, for instance, St. Louis, that is the terminus of more than one line) to turn at once not only to the page but to the column that would show the station and the train time which he, or she, is after."

"Thank you, Tyro," laughed the Rambler, "for coming to the defense of the carefully considered and well balanced railroad folder, like this one of ours. I fear you would be able to give even some of our own men points as to how to use a folder.

"Now, as you have been so good as to be interested in and appreciative of one of our vital publications, I will reciprocate by asking you to tell us **what prize** you found, if any, in the second-hand book store that we caught you coming out of this morning." "Oh," beamed Tyro, "I saw you first and hadn't time to dig as I would have liked in that little old shop. I only caught a McClure's Magazine of 1896 vintage, in which I noticed a little dissertation by Elizabeth Stuart Phelps, a noted author of a generation ago, on the country home that quite appeals to me. It is not long, and I would like to read it to you. However, everybody seems to be gone from the dining car, and perhaps we had better give them a chance to clean up by departing ourselves." "Oh, no, sit as long as you like," said the dining-car conductor, who had overheard the remark, "if you don't mind the boys picking up a bit about you." We said we didn't mind and nodded to Tyro to begin, which he did, reading aloud as follows:

"Poverty itself is rich in a country home; and plain New England comfort and economy we consider to be in princely circumstances. Our upholstery hangs in our silver birches and bronze chestnuts, our red oaks and olive pines. Our Winton and Axminster lie in our clovers and snowdrifts. Our bric-a-brac shines on the boughs of our apple-trees when the blossom blushes. Our jewels blaze on the tips of our pine-fronds when the ice-storms glaze and the sun of the winter thaw is hot. Our galleries are filled with masterpieces of May and of

October, framed in quiet study windows whose moods we choose to fit with ours.

"We can never quite want for society when our pine-groves talk; they have taught us their language, and we need no translator when the winds are abroad. The piano rings to the accompaniment of a grand winter storm from which only the true country lover never shrinks; and the books on their shelves or tables turn loving faces to the readers who do not count the evenings dull in the society of these loyal and lifelong friends. The countryside without and the fireside within open the book of home together; and the word they read is 'Peace.'

"It is impossible for us to sing too loud the song of country life. For a student, we believe it to be the one way of living. Perhaps, to be just, I should say suburban life—since it is but twenty-five minutes from Boston to our door; and the world is always with us if we want it.

"In point of fact, one may not want it very much. The distractions, the exhaustions, the savage noises, the demands of town life are, for me, mortal enemies to thought, to sleep, and to study; its extremes of squalor and of splendor do not stimulate, but sadden me; certain phases of its society I profoundly value, but would sacrifice them to the haven of country quiet, if I have to choose between."

"I expect Tyro, you like that panegyric on the country," remarked the Rambler on the reading being finished, "because in a way it fits your own condition of life, longings and temperamental taste. Not that I mean," he hastily added, "by the linking of the word poverty in the way the writer has done with the rest of her expressed thought, that you yourself are particularly poverty-stricken. Yet, I have still to hear of an editorial newspaper writer who is rich, at least by virtue of his profession. But I do believe that you, personally, see in the home and in the country idea that peace and happiness for which you strive and which you have in a measure obtained."

"Somewhat so," was the reflective answer, "but I also see in it a parallel for you, Rambler. I don't know who loves his profession, or calling more than you do, and I have an idea that in some unexpressed way you get out of Passenger Traffic what the writer of this article got out of nature in and about her country home. That is, she found in the open all about her what was equivalent to the rich upholstering, carpets, bric-a-brac, picture galleries, society and music of the conventional civilization. So in the railroads, I believe that to one who looks aright in them can be found adventure, heroism and pathos from a certain point of view, and from another all the elements of commercial and financial romance. There can also be found in them the factor of the human element, ranging from the great captains of industry to the humble laborer who drives home the last spike that makes the rails secure for the safe passage of traffic. In short, Rambler, if all of you railroad men looked at their calling as did Elizabeth Stuart Phelps on her country environment, getting pictures and high ideals out of what to the average mind would seem the ordinary, they would find, I think, a new interest that would add efficiency and loyalty to the railroad service.

"Quite right!" exclaimed the Rambler approvingly, "and I am of the opinion it is done to a greater extent than you imagine. I must admit, however, that probably it has been given to outsiders like yourself and the few good railroad story writers to realize it rather than to the rank and file of railroad men themselves. However, even the last, I think, are beginning to have dawns in that direction, and when it becomes more common I am sure the service as a whole will be effected thereby for its good.

"By the way," I broke in, "I should think Snap-Shot Bill, with his picture-taking, would have some faculties in that direction." "I am sure he has," answered the Rambler, "although he may not know it as yet. He makes mental as well as kodak pictures, or I am mistaken as to the cause of the dreamy and

abstracted moods that he falls into on occasions."

"Speaking of Snap-Shot Bill," laughed Tyro, "that was a funny thing his falling into the water. He must have been in one of those dreamy moods that you mention." "What was that?" we both exclaimed. "What," you never heard of it?" was the reply. "Well, come to think of it, it possibly was something that he naturally would not say much about," and Tyro gave a little chuckle as he soaked a lump of sugar in the water of his goblet preparatory to putting it into his mouth. "No, I never heard anything about it," said the Rambler, "have you got something good on Bill? If so tell it, for as everything helps, I may be able to use it as an aid to keeping him in line."

"Oh, I don't know," Tyro began, "as in a way it is anything on Bill, particularly as the consequences might have been serious. However, this is the story. You know both my wife and myself love the woods, the prairie, the shore and anything pertaining to nature, but that personally I have but little opportunity to indulge in my liking. Helen therefore, years ago, got in the habit of not depending upon my companionship in such connection, but instead has quite a list of cronies with whom she makes her outings. She even goes by herself for the want of better company. Snap-Shot Bill, too, as you are probably aware, has similar predilections and habits. It is not surprising, therefore, that on one occasion last fall, I think it was in October when the air had gotten rather sharp and crisp, he and my wife went on a Sunday outing together to the Dunes. Their objective point was one where, in the course of conversation during an evening's call at my house, Bill had described some physical characteristics of that particular region that was new to Helen. We tried to fix it up so that all three of us would go, but as I had anticipated, at the last moment I was unable to, so the two of them went off for the day without me. According to Helen's story on her return, Bill certainly did know of some new dune attractions that not only interested and fasci-

nated her, but that she had never heard of or seen before. Among other things, as she described it, the long reach of the Dunes paralleling the beach had always seemed very low and ordinary from the shore line. Bill, however, insisted on their climbing to and walking along the crest of those solid sand hills, from which they were found to be of unusual height and sharply sloping. He pointed out to Helen the fact that in the foreground back of one of the high ridges a branch of a river made its sluggish way, and that in the distance the latter came to a blind end. That is, the mouth of the river had been choked by the shifting sand of the Dunes. Across the river was an anchored ridge, or in other words, a ridge of solid sand like that on which they were standing, except that a timber growth had got a foothold over its surface and held the blowing sand. It was proposed to make their way back to the train through this woods, and instead of going around the choked mouth of the river, Bill elected that they should cross a rather shaky foot-bridge that had been thrown up some time in the past across the stream. The bridge was of single planks laid lengthwise, and in midstream there was a wide heavy plank securely fastened to a somewhat frail support. The rest of the planking, at either end, was somewhat loose and uncertain. Bill, however, said he had crossed the bridge before, and that with care there would be no difficulty in getting over and thus save about a half-mile walk. As was his habit, Bill carried with him a light fibre suitcase in which was paraphernalia pertaining to his picture taking, and in which they had placed on starting on their mile and a half walk from the electric line to the dunes the thermos bottle and the lunch that Helen had provided for the two of them. He had been taking pictures before reaching the bridge and intended to continue doing so after crossing. So, as was also his custom, in one hand he carried his kodak attached to a tripod while in his other hand he had the suitcase. The grip was heavier than the kodak and tripod, so I suppose that he was really unbalanced when he

started over that bridge. At any rate, Helen said that he made some remark to that effect and that he would have to use care in going over those loose planks. So, he said, she had better go first, which she did, leaving him a chance to run for it if necessary to maintain his balance. Mrs. Tyro got to the opposite end of the planks without incident, and when she turned to look for Snap-Shot Bill imagine her consternation at seeing him in the middle of that stream up to his neck. The suitcase was floating behind him, and he was making a swimming stroke for the planking of the bridge with one arm as he held the kodak aloft in the hand of the other. Of course, she ran to see if she could be of assistance, but he said no in that dreamy sort of a way of his; that he was all right, and he proceeded to untangle himself from the stake that his clothes had been caught on in going down, and which probably prevented his head from going under; for, although he went in up to his collar, he claims not to have struck bottom. He finally crawled out upon the plank, but not before he had momentarily been obliged to submerge that kodak under water to clear himself from his entanglement. You have heard him fuss, I presume, about the shutter of his kodak not being as it used to be? That's when he lays an under exposure in his picture work to his ducking. Of course, he came out of that river as wet as a drowned rat; but what was worse was the fact that the air was good and crisp and it was a mile and a half walk, two hours of time before the next electric could be taken, and four hours total time to home and dry clothes."

"My, my!" said the Rambler, "I don't remember of his ever being in the hospital, but he surely must have been a good candidate for it by that time. What did he do?"

"Well, my wife is sort of a practical body and not easily stampeded, while Bill himself has a lot of good horse sense," Tyro resumed. "He wrung out his coat and squeezed out as much water as possible from the rest of his clothing, after which he stopped long enough to take a picture of that plank bridge, and

then they started off on a brisk walk until they came to a bare sandy spot on which the sun was directly shining. Helen then spread his coat on the ground and rubbed it with sand while he sat down and covered himself with the sand as far as possible, the latter absorbing much of the water. Then they kept walking again, although they did not fail to stop and finish what lunch was left, including some hot coffee from the thermos bottle, before reaching the trolley. Bill has since admitted that in those four hours he was somewhat uncomfortable and that he never could seem to get any relief from the wet, heavy feeling of his trousers back of the knees. He appeared to get along all right, however, until at about sun-down, when the night air was settling over the prairie, and they had to stand for about five or six minutes on a station platform across which the wind was blowing. Then Bill for the first time got for a few minutes a sure-enough chill. He shook until he excited the sympathy of the crowd about him. This sympathy resulted in one who had evidently had experience with chills holding him tight, while a kind lady fed him some left-over hot chocolate from her thermos bottle. He was over his shaking by the time the train pulled in, and on reaching home took a hot bath and apparently has never been the worse for his experience."

"But how," I said, "did he get into the water?" "That's the funny part of it," was Tyro's answer. "He says that at the time he had no recollection between picking up the grip from off the edge of the solid plank, where he had put it for a rest after safely crossing the uncertain planks, of anything until he found himself in the water and realized that he was beyond reach of the bridge. In time, however, it came to him that he must have felt himself losing his balance as he started over the middle plank. He has an indistinct recollection, and only indistinct even to the present day, of wavering as he took up the suitcase, and debating in his mind whether he should struggle to redeem his balance, let the grip drop in the water, or should jump. In the latter alternative, the surface of

the river being covered with a fine duckweed which he mistook for a grass bottom under shallow water, he supposed the jump would be made only in water about knee deep; not realizing under the circumstances his distance from the shore. However, he must have unconsciously combined the last two, he thinks, for after getting out and realizing what had happened, the suitcase was found to be floating some distance behind the spot where he went in. Hence

he must have first thrown the suitcase out and from him, and then jumped in self-preservation against sprawling into the water instead of going feet first."

"No," said the Ramber thoughtfully as Tyro finished and we arose to leave the dining car, "I guess I will not put that in my mental storage box to josh Bill about. He's a good scout, and we'd have missed him had anything have happened to him."

Service Notes of Interest

Following are interesting extracts from letters to his office associates of H. B. Stratton, who entered the service of his country from the Passenger Traffic Department, and who is now with one of the base hospitals units "somewhere in France":

I thank you very much and all in the office for the cigarettes you are sending or have sent, and if you knew how the English cigarettes tasted in comparison with a "pill" from the U. S. A., you would realize how we will appreciate them over here far from "the land of plenty." The girls get an extra vote of thanks, for women are scarce articles over here (you know we are not allowed to go out with the nurses; they are for "officers only"). If there is a sign that gets my goat it is that. You visit some nearby town, and are just about to rush into some nice, clean looking place (if you can find such a thing), and the first thing you run into is the sign, "For Officers Only."

I guess we will have to whip the elements as well as Germany. Two nights ago the wind started to blow like the very mischief, and the next morning just as we were about to be fed fried eggs (some luxury—we only get them about once a month), who should run in but the top sergeant with a yell to stop feeding us, and dragged us out from the food and made us go out and help rescue the few wards that were left. The wind increased in velocity until it was nothing but a small hurricane, and tonight there is but very little of our hospital left. I wish you could have seen the wreck, or that I had my camera. It was well worth seeing, and one would think that Fritz had dropped a few bombs on it. We had to work all that day and most of the night evacuating the patients to a place with a cover on it, for the rain was coming down in torrents, and, believe me, all of us were dead tired.

We had quite a bit of excitement here last night and this morning, when a flock of Fritzie airships went over on a bombing expedition. It is certainly a sight worth seeing to see the shells bursting at night, and in the day time they fly so high that one has to have glasses to see them. How they ever bring them down is beyond me, but they do now and then. However, to my mind, it is a waste of ammunition, but I guess those that be know more about what they are doing than I do. No damage was done here or in adjacent territory.

Long before you receive this you will undoubtedly have read of the air-raid on this hospital by Fritz and the fact that * * * (Censor.) While we have seen plenty of air raids near us, this was the first actually made upon hospitals taken over by the U. S. A., and the casualties, I believe, were the first made for the Americans. Two days later they were all buried in a military cemetery, and the setting for same was extraordinary. On one side was a railroad, and in the midst of the services along came a train bearing its human load to the front, and on another side was a training camp where hundreds of men were in the "bull ring" being taught the rudiments of trench warfare. It was quite a contrast: One set being taught how to slaughter, another going up to the front, perhaps never to return, and still another—the result of this big war, the burying ground. I wish I were a Floyd Gibbons, for perhaps then I could make it as impressive to you as it was to me; but I am not, and perhaps had better leave it to your imagination. Two little Scotch buglers blew "taps" over the graves, with everyone at attention and saluting.

The following convention announcements for October, November and December, 1917, should be carefully gone over by agents and kept in mind with the end in

view of obtaining business therefor in cases where applicable to their territory:

American Meat Packers' Association, Chicago, Oct. 15, 1917.

Northern Hemlock and Hardwood Association, Milwaukee, Wis., Oct. 27, 1917.

Nat'l Council Congregational Churches, Columbus, O., Oct. 10-17, 1917.

Clinical Congress of Surgeons of North America, Chicago, Oct. 22-27, 1917.

American Refrigerator Association, St. Louis, Mo., October, 1917.

National Industrial Traffic League, Chicago, November, 1917.

American Institute of Actuaries, Chicago, Nov. 8-9, 1917.

Association of Agricultural Chemists, Washington, D. C., Nov. 19-21, 1917.

Western Cannery Association, Chicago, Nov. 1-7, 1917.

National Jewish Congress, Washington, Nov. 18, 1917.

Independent Telephone Association, Chicago, Dec. 11-14, 1917.

Illinois State Veterinary Medical Association, Chicago, December, 1917.

National Women Suffrage Association, Washington, D. C., Dec. 10-15, 1917.

Railway Business Association, New York City, December, 1917.

Prepared Roofing & Shingle Manufacturers Association, New York City, Dec. 12, 1917.

Ocean voyages to the New England states bid fair to become more popular than ever, now that the Steamship City of Rome and Steamship City of Athens have been placed in the Savannah-Boston line of the Ocean Steamship Company.

The new names will be painted on their sides as soon as the necessary approval has been received from the United States Department of Commerce, and the long-felt desire of the Savannah Line to name one of its liners for each of these cities will be an accomplished fact.

The City of Rome was formerly the Steamship Suwannee and the City of Athens was the Steamship Somerset of the Merchants & Miners Line, and they are comparatively new ships, having been built in 1911 after the most approved types of passenger ship construction, and also embodying the best ideas for convenience in the handling of freight. They have a gross tonnage of 3,648 tons, length 309 feet 1 inch, breadth 46 feet 2 inches, depth 19 feet 3 inches; number of passengers carried, 150.

The newly acquired ships have running water in every room, are equipped with brass beds and connecting private bath rooms. There are lower and upper berth rooms, with private shower baths and toilets and all of the rooms are unusually large and pleasant; there are no inside rooms on the ships, all of them having a sea exposure.

The social hall, smoking room and dining saloon are well ventilated and lighted and splendidly furnished. The interior finish is of solid mahogany and the seats in the social hall are upholstered in Russian leather.—C. of G., *The Right Way*.

The Florida East Coast Hotel Company announces the period of operation of their hotel system during the season of 1917-1918. These hotels are all operated on the American plan, but in addition the equipment of each one includes an up-to-date grill room:

Hotel Ponce De Leon, St. Augustine, opens Saturday, January 5, 1918, closes Saturday, April 6, 1918.

Hotel Alcazar, St. Augustine, opens Monday, December 10, 1917, closes Saturday, April 20, 1918.

Hotel Ormond, Ormond-on-the-Halifax, opens Monday, January 7, 1918, closes Tuesday, April 2, 1918.

The Breakers, Palm Beach, opens Saturday, December 22nd, 1917, closes Saturday, April 6, 1918.

Hotel Royal Poinciana, Palm Beach, opens Tuesday, January 15, 1918, closes Monday, March 25, 1918.

Hotel Royal Palm, Miami, opens Tuesday, January 1, 1918, closes Monday, April 1, 1918.

Hotel Colonial, Nassau (Bahama Islands), will not be opened during the season of 1918.

Hotel Royal Victoria, Nassau (Bahama Islands), will not be opened during the season of 1918.

Long Key Fishing Camp, Long Key, opens Tuesday, January 1, 1918, closes Saturday, April 13, 1918.

Information relative to other hotels along the east coast of Florida and at Nassau, Bahamas, and on the island of Cuba, can be had from the Information Booklet of the Florida East Coast Railway.

Official reports from Paris, France, state that the United States transport service is taking over control of the French railroads from the port bases to the permanent camps at the front. Sidings are being enlarged and new tracks are being laid, whenever necessary, by American engineers and in some cases American locomotives are used. According to the report, even the forests are being turned over to our American railroad engineers from which new ties will be taken for use in rebuilding the French railways. In addition to this, many thousands of feet of lumber will be shipped from this country to France to be used in military and railway construction work. With these French railways in the hands of American railway men, it is safe to assert that the roads will be placed

in good operating condition, and thus maintained. Many of the thousands of American railway men enlisting now for service in Europe will be of great value to the transportation branch of the military service in Europe. Their education in the railway engineering, operating and mechanical service in this country will greatly strengthen the support America is giving European countries in this war. The American railway man is a resourceful character anywhere he is placed, and as a general thing is ambitious to do a little more than what is expected of him.—*Railway Journal*.

Numerous changes in Western Lines schedules went into effect on October 7th, as outlined in circular to all agents, No. 4755. In the changes was the following items, all of especial interest for agents to have in mind: A new daily train, No. 45, known as the Chicago and Rockford and Freeport Limited, carrying a sun parlor observation car and coaches, and leaving Chicago at 10:15 A. M., daily, was added to the service; returning it being the Freeport and Chicago Express, train No. 46. Train No. 27, the Chicago and Fort Dodge Express, now leaves Chicago at 8:30 A. M. instead of 8 A. M., and as this train makes many connections, this later departure should be of especial interest. Special Chicago—Rockford trains leaving Chicago at 2:30 P. M., Sunday only, and Rockford at 1:30 P. M. Saturday only, have been added to the already extensive service between Chicago and Rockford.

New recent equipment changes include the re-establishment of the Chicago—Gulfport through sleeping car line on Nos. 1 and 2; the withdrawal for the season of the St. Louis-Harbor Springs sleeping car; the carrying of a sun-parlor observation car on new train No. 45 between Chicago and Freeport, returning from Freeport on train No. 16; and the extension to Fort Dodge of the sleeping car formerly operated between Chicago and Waterloo in trains 13 and 14.

Passenger Traffic Department circular No. 4745, with map showing location of United States army, navy, marine and aviation posts on and in territory adjacent to the Illinois Central has proved its usefulness by the demands made for it, as also have the prints of the map only, issued in single sheets. It should be remembered in connection with this map that it only pretends to be full and complete in its military showing in territory on and adjacent to the Illinois Central, but in that territory it is known to give full and accurate location of all posts, cantonments, camps, training stations and barracks that the United States Government will authorize to be shown. The public is making good use of this map, as well as agents and railroad and army and navy representatives.

Secrets of dealing with the public in trying positions are many. The man who can serve as a policeman, a street car conductor, or in some of many office positions in which he comes into contact with many people, develops definite principles along which he molds his conduct.

Among the positions requiring the proverbial patience of Job is that of the railway ticket seller. There is no end to the number of foolish questions, of unusual people, and incidents which would exasperate the man in a more secluded walk of life. Through it all, the man who remains in constant contact with the amusing, the irritating, and withal, fascinating public, if he does not succumb, is apt to emerge broad of mind, tolerant of disposition and pleasing in his personality.—*Extract from an article in The Erie Information Circular*.

He was traveling on a branch railroad in the north. After a series of sudden bumps and unexpected stops he became uneasy.

"Look here," he said to the porter, "is this train safe?"

"It sure am," said the porter.

"Well, have they a block system on this road?"

"Block system, sah? We had de greatest block system in de world. Ten miles back we were blocked by a load of hay, six miles back we were blocked by a mule, and just now we were blocked by a cow, and I reckon when we get farther souf we'll be blocked by an alligator. Block system, boss? Well, Ah should smile."—*Clipped*.

Numerous fall changes have recently been made on the Michigan Central, among which were the following: No. 46 Fast Mail will stop on signal only at Kensington for passengers for points on G. R. & I., north of Kalamazoo, and for passengers east of Detroit. Train No. 44, Grand Rapids Express, via G. R. & I., leaves Chicago daily at 5:05 P. M., instead of 5:50 P. M. Train No. 54, the daily (except Sunday) through train from Chicago to St. Joseph-Benton Harbor, known as the Michigan Shore Special, has been discontinued.

The Missouri Pacific announces the discontinuance for the season of its Kansas-Carthage-Hollister sleeping car line, formerly operated southbound on trains Nos. 206-205-205; also, of the discontinuance of its through sleeping car operated on Scenic Limited trains Nos. 11 and 12, between St. Louis and Denver.

The Southern Pacific announce that their New Orleans-Denver sleeping car line has been discontinued, the sleeping car formerly used in that line now being operated between New Orleans and Houston only.

Absolute knowledge, I have none,
 But my aunt's washerwoman's sister's son
 Heard a policeman on his beat
 Say to a laborer on the street,
 That he had a letter just last week,
 Written in the finest Greek,
 From a Chinese coolie in Timbuctoo,
 Who said the negroes in Cuba knew
 Of a colored man in a Texas town,
 Who got it straight from circus clown,
 That a man in Klondike heard the news
 From a gang of South American Jews,

About somebody in Borneo
 Who heard a man who claimed to know,
 Of a swell society female fake,
 Whose mother-in-law will undertake,
 To prove that her seventh husband's sis-
 ter's niece
 Has stated in a printed piece
 That she has a son, who has a friend,
 Who knows when the war is going to end.

—By an unknown author in *C. of G., The Right Way.*

Contributions from Employes

Economy

By J. C. Gunther, Freight Agent, Owensboro, Ky.

ECONOMY, at the present time, is the vital issue. It is a foregone conclusion that a man that cannot save for himself cannot save for the company for whom he works. You have often heard the remark passed, "He is a good fellow," and as the old saying goes, "the graveyards and poor houses are full of them." "Wilful waste makes woeful want."

I will endeavor to outline some of the items which can be saved, as follows:

Stationery:—In writing letters when the letter is spoiled before being completed, the sheet of paper should be laid aside to be used as scratch paper instead of being thrown into the waste basket. The full use of the paper will thus be obtained, with the result that the amount of scratch paper will be reduced when ordering from the stationer.

Carbon Paper:—It has been shown from experience that from one sheet of carbon there should be about seventy-five or one hundred legible copies obtained. As carbons deteriorate with exposure the least possible number of sheets should be ordered at one time.

Rubber Bands and Erasures:—The price of rubber is continually increasing and the more automobiles manufactured, the higher rubber will be and represents one of the most expensive of office supplies. Rubber bands should not be wasted and if an erasure is fastened to the typewriter or desk by a string, it will not only be found to be a time-saver but will prevent possible loss of same.

Envelopes:—There are thousands of envelopes used by this Company daily, and

if each employee would make up his mind to save envelopes, the result would be that many thousands of envelopes would be saved during the year. For instance, envelope, form 851, showing Agents, I. C. & Y. & M. V. printed, with destination to be written in with pencil, if care is taken in opening these envelopes they can be erased and used again between stations on this railroad. Form 859 is not used extensively. Another way of saving envelopes, when more than one letter is written to one person each day, the envelopes should be addressed and left open until mailing time in order to avoid using half dozen envelopes. The larger envelopes cost more than the small ones and should not be used when a small one will serve the purpose. Another way of saving envelopes, is when mail is sent to the same party every day; for instance, time slips, envelopes should not be sealed and should be returned by the party receiving them to the sender for use another time.

Sending mail to one office from another located in the same building should be taken by an office boy loose and delivered to the proper person.

Postage:—Postage should be kept under lock and key and used only when railroad mail will not serve the purpose. They are the same as money and should only be used on Company business.

Pencils:—Use one pencil at a time. It is not necessary for stenographers to keep four or five pencils sharpened at once. A great many people are adverse to using short pencils. The stationer now, no

doubt, furnishes metal pencil holders with rubber tips.

Wrapping Paper and Cord:—Wrapping paper and cord should not be wasted, frequently it can be used the second and third time.

Electric Lights:—This is another large item when outside companies furnish the current, especially in large offices where lights have to be burned during the day. An employee getting up from the desk should, by all means, turn out the light while he is absent from the desk, and will reduce the electric light bill to a considerable extent.

Ink:—There are a great many employees on leaving their desk at night leave the inkstand uncovered and when the office is

swept out during the night a considerable amount of dust accumulates in the inkstand, thus causing the clerk the following day to dump the ink into the wash stand. Inkstands should be covered up by all means during the night. This is another expensive item.

Every one who has the interest of the Company at heart should practice strict economy in using the above mentioned articles and there is no doubt but what there are numerous other items that can be saved.

No doubt some of the suggestions will be criticised by different ones, but I will venture to say that the one who criticises hasn't a dollar in the bank. The fellow that has the bank account won't criticise the above.

The Division

By R. E. Laden, Chief Clerk to Roadmaster, Indiana Division

I have attended several agents' and staff meetings and after adjournment, I have wondered if we have grasped the idea which it was intended to send home to us, or if because the topics discussed did not reflect upon us individually, did we turn a deaf ear and not give them a passing thought.

For your information, I would like to give you a brief explanation of the impression left on my mind and what I felt it was the intention to inoculate into all of us:

The division is nothing but a large family and like all large families, must have an executive head or father, which responsible position is held by the superintendent. It is his duty to teach us the rules and regulations of his household in order that we may be efficient and capable to operate and maintain it successfully and on an economical basis. Like all large striving families, the duties that befall the father are manifold and because of this fact, the father shares a portion of his responsibilities with the older members of the family, who are experienced, for they have traveled

the route we are now on and are familiar with the best methods to employ.

These older members are represented by the superintendent's immediate staff, and because of their experience, endeavor to see that we abide by and accomplish the results desired by the father; so it goes down through the entire family, elder member always willing to impart to the younger his experience, so that he will not make the same mistakes as were previously made.

However, I fear that some of us are averse to accept instructions from supervising officers and for this reason the topics discussed at these meetings.

We know that this large family necessarily requires a large amount of revenue to properly maintain and operate it and it behooves each and every member to exercise the utmost care, thereby keeping expenses to a minimum.

Last, but no least, this family must be properly nourished, but I feel if we dine abundantly on unity, harmony and co-operation, we will always show a balance on the credit side of the ledger.

A Letter from Council Bluffs, Iowa

Council Bluffs, Ia., July 11, 1917.

Editor Illinois Central Magazine:

For a long time I have been a reader of the Illinois Central Magazine, and as I have never read of any "doings" from this burg I thought I would tell you we are on the map.

In the last issue (July) a great deal of space was used about flag raising, and while speaking of that subject I would like to say we, here at Council Bluffs shops raised another flag 9x6 ft. The staff is placed on the General Foreman's office, which gives a view for quite a distance, and to all out-going and in-coming trains. We are a busy lot here, even if we do not read of the place in the Magazine, we are

having lots of improvements made—new shops built, new turn table, increasing capacity of round house, and running a large force seven days a week, rebuilding cars, besides repairing a great many. In your special mention column we read of other shops and terminals that have done something, but here we have no occasion for such mention, as we do everything regular and up to date. Everything here works in the greatest harmony, for the reason we have the Prince of General Foremen, Mr. MacLeay, and he is as one of us, and if any one has a grievance, Mr. MacLeay is the man who makes things right. Every one here works for his interest, as well as the company's and to prove it, we always have a CLEAN report from the Federal Inspectors when they visit his territory, which is Council Bluffs, Omaha, and East Omaha, and such things as bad defects on cars, and engine defects and failures, are things we have read and heard of, but do not permit here.

Of course, you must take in consideration we are a part of the Iowa Division, and you know Iowa is a perfect producing state, consequently we do all as near right as possible. I am attaching a piece entitled "THE FLAG," which I wish you would publish, as I would like every reader to have a copy. The piece was sent me by Senator Kimball, and I told him I would try and have each employe get one thro our magazine. Thanking you in advance for any consideration you give this matter, I am,

Yours truly,

J. R. Newcomb, Clerk.

"THE FLAG"

YOUR flag and my flag, and how it flies today
 In your land, and my land, and half the world away.
 Rose red, and blood red, its stripes forever gleam,
 Snow white, and soul white, the good forefathers dream.
 Sky blue, and true blue, with stars to shine aright,
 The glorified guidon of the day, a shelter thro the night.

Your flag, and my flag, and oh how much it holds,
 Your land, and my land, secure within its folds,
 Your heart and my heart, beat quicker at the sight,
 Sunkiss'd and wind tossed, the red, the blue and white.
 The ONE flag, the GREAT flag, the flag for you and me,
 Glorified all else beside, the red, the blue and white.

Your flag and my flag, to every star and every stripe
 The drums beat, as hearts beat, and pipers shrilly pipe.
 Your flag and my flag, a blessing in the sky.
 Your hope and my hope—it never hid a lie.
 Homeland and farland, and half the world around,
 OLD GLORY hears the great salute, and flutters to the sound.

Life

Life's a hollow bubble, don't you know,
 A painted piece of trouble, don't you know;
 We come on earth to cry, we grow older
 and we sigh,
 Older still, and then we die, don't you
 know.

We worry through each day, don't you
 know,
 In a kind a sort of way, don't you know;
 Some few things are done, and said, we
 are hungry and we're fed,
 Tired and go to bed, don't you know.

It's all an awful mix, don't you know,
 Business, love and politics, don't you know;
 Clubs and parties, cliques and sets,
 Struggles, strifes and cigarettes, don't you
 know.

Politics, oh just a lark, don't you know,

Just a night mare in the dark, don't you
 know,
 You perspire day and night, and after all
 the fight,
 Why, perhaps the wrong man's right, don't
 you know.

Love, oh yes, you meet some girl, don't
 you know,
 And you get in an awful whirl, don't you
 know,
 You get down on the floor, and implore
 and adore,
 And it's all a beastly bore, don't you know.

There's really nothing in it, don't you
 know,
 For we live just for the minute, don't you
 know:
 When we've seen and heard and felt and
 smelt,

Why all the cards are dealt, don't you know.

For we have but one consciousness, that's all, don't you know,

We have but one stomach, and that's small, don't you know,

We can only wear one tie, one eye glass in your eve,

One coffin when we die, don't you know.

—Exchange.

Bill's Boy

By Strickland Gillilan

JAKE LEACH was an all but illiterate near-genius in the completely finished town of Charlotteville, Tennessee. A lawyer by profession, he had the rare gift of eloquence, combined with wonderful shrewdness and that instinctive sixth sense that teaches some men how to sway other men.

A young man in that community, several years ago, was accused of murder. Jake heard of it, and was informed that he would be expected to defend the youth in court. If Jake exerted himself to ascertain the details of evidence in the case, nobody saw him do it, and there were those who murmured that the old man was taking only a slight and perfunctory interest in the welfare of an old comrade's son. The old man seemed to be doing more sitting around and dreaming than anything else.

But the day of the trial came. Few of the law's delays had intervened; for the young man was poor. Toward the close of the trial day, during which the old man had listened but apparently had not taken a deep interest in technicalities and fine law points, the time came for Jake to speak. He rose deliberately, eyes half-closed as if in a reminiscent mood, and began slowly in a wonderful mellow southern voice of unlimited sympathetic and carrying quality:

"Yo' Honah an' gentlemen of the jury, I well remember the fu'st time I eveh saw the man now befo' you as the defendant. I was walkin' along the street an' I heard fiddlin'. I stopped an' listened. Yo' all know I was always right fond of music. I follows the sound to the do' of the sto', an' I stahted in. Jest as I put my foot ovah the do'sill, a voice called:

"'Ain't that yo', Jake Leach?"

"I looked an' saw that the man was blin', an' I said, 'Yes, it's Jake Leach; but how did you know me, an' you stone blin'?"

An' he says, 'Jake,' he says, 'I slep' in the leaves wit yo', in the Confed'ate ahmy, an' I nevah forgot yo' step. As my eyesight has gone, my eahs is a heap quickeh than they used to be, an' I've neveh fo'got yo' step.'

"Boys, gentlemen of the jury, that was ol' Bill, the fatheh of this boy heah that we're goin' to hang because he's accused o' murder. Me an' Bill set there an' talked, an' he fiddled an' this little boy set beside his pappy an' looked up at him proud, an' his pappy looked to'ads him, proud too. His pappy loved this boy. We set an' we talked oveh the ol' wah days an' nights—yo' know. Some o' the men on this jury has slep' in the leaves with Bill, same as me. You all know he was as squah a comrade an' as brave a man as eveh wo' the gray or any othah coloh, an' as good a shot as eveh toted a caybyne. But Bill's in heaven now, boys, if squah comrades go thah. He's gone away from that little boy that loved his pappy, an' he's a-lookin' down with 'is new eyesight on us o' comrades that's slep' in the leaves an' shared everything with 'im—lookin' down on us a-gettin' ready fo' to hang that little boy o' his'n. Yes, comrades, we're goin' to hang Bill's boy. He's been arrested an' he's accused of killin' somebody. We're a-goin' to hang him while ol' Comrade Bill looks down on us an' sees what we ah doin'—

"No!" suddenly shouted Jake, his eyes blazing and his clenched fist uplifted, while hope lit up his face. "No! We

ah not a-goin' to hang Bill's boy! I cain't believe they's twelve men any-wheah, specially if any of 'em evah slep' in the leaves with Bill, that will find it in theah heahs to hang Bill's boy while his ol' pappy that was all wrop up in 'im looks down an' sees us. We cain't! W'y, look—" And then Jake began a review of the evidence.

The review of the evidence was not

necessary, however. Already the jury-men were half-standing in their places, tears running down their cheeks and murmured protests on their lips against hanging Bill's boy. And the jury acquitted him unanimously without—dare we believe?—giving due consideration even to the strong probability of innocence that the evidence actually brought out.

A Laugh or Two

Ready for Further Orders

Captain Lawson was owner and pilot of the packet New Orleans, plying the Mississippi broke banks. There were miles of rushing waters. Only an experienced eye could tell the channel. Captain Lawson had been at the wheel for thirty-six hours. He was exhausted from loss of sleep. Rastus, a colored pilot aboard was called to the captain.

"Do you see that north star?" asked the captain.

"Yas, boss."

"Well, hold this boat on that star."

"Yas, boss."

When the captain awoke an hour later, his boat was winding in and out among the trees. The captain was indignant. "I thought I told you to hold this boat on the north star!" he cried.

"Lor', boss, we's done passed dat star long ergo!"—*National Monthly*.

Tommy's Confession

Tommy came home from school looking so depressed that mother was worried. Inquiry resulted in the presentation of a little note from teacher. Tommy had been very naughty that day and needed a serious reprimand.

"What did you do?" questioned his mother.

"Nothing," was the wailing answer. "She asked a question and I was the only one who could answer it."

"But what was the question?" came his mother's puzzled but natural query.

"Who put the dead mouse in the drawer of her desk?" sobbed Tommy in reply.—*Exchange*.

Both Are Needed

A good story is told of two great Irishmen, the late Archbishop Punctet and Father Healy, the well-known parish priest of Bray. Making their way together to Bray railroad station one morning, the priest urged that they should hurry; but the prelate's appeal to his watch convinced him that they had ample time. They

arrived to see the train for Dublin disappear. The Archbishop's apologies were lavish. He pleaded that he always had unbowed faith in his watch.

"My dear Lord Plunket," was Father Healy's rejoinder, "faith won't do without the good works."—*Blackwood's Magazine*.

Safety First.

A soldier on guard in South Carolina during the war was questioned as to his knowledge of his duties.

"You know your duty here, do you, sentinel?"

"Yes, sir."

"Well, now, suppose they should open on you with shells and musketry, what would you do?"

"Form a line, sir."

"What! One man form a line?"

"Yes, sir; form a bee line for camp, sir."—*Exchange*.

Newsboy Comes Right Back at Him.

An Englishman, talking against many things in America, happened to say to a friend in New York: "Why, even your newsboys can't take a joke!"

The American friend replied: "Just try the next one that comes along with some nonsense and see if he can't answer you."

The Englishman agreed and stepped up to a newsie saying, "Hello, youngster, look at your nose and tell me what time it is."

The boy quickly replied, "Aw, look at your own, mine ain't running!"—*Exchange*.

The Main Point

The Frenchman did not like the look of the barking dog barring his way.

"It's all right," said host; don't you know the proverb, 'Barking dogs never bite'?"

"Ah, yes," said the Frenchman. "I know ze proverb, you know ze proverb; but ze dog—does he know ze proverb?"—*Pittsburg Chronicle-Telegraph*.

Only a Neutral

"Why don't you organize with us Turks and Bulgarians and Servians to demand your rights to the United States?"

"I haven't any special rights in the United States," responded the other quietly. "I was born here."—*Louisville Courier-Journal*.

What He Wanted.

His one ambition was to become an aviator. After studying with a persistency that convinced one of the airmen that he would make a good assistant he was allowed to make his initial flight. They had just ascended and were making fine headway when the assistant evinced extreme nervousness.

"Well, what do you want now?" questioned the aviator.

"I want the earth," howled the assistant.—*Exchange*.

Not That Kind of Statue

A party of visitors entered a Metropolitan art studio. The curator, who was engaged in showing them around, was called away on business and left the guests in charge of one of the clerks. They were admiring a beautiful statue of translucent marble. He dwelt upon the fine points of the statue, giving the name of the sculptor, showing it from every viewpoint. One of the visitors asked: "Alabaster, isn't it?"

"No; Venus," he corrected.—*Exchange*.

Meritorious Service

Favorable mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During August the following suburban gatekeepers lifted commutation tickets account having expired or being in improper hands:

Eleanor Jacobs,
Anna Smith,
R. J. Fraher.

Suburban Flagman F. Granger on train No. 383, August 7, lifted 60-ride monthly commutation ticket account date of sale and limit having been altered and collected cash fare.

Conductor D. S. Wiegel, on train No. 22, August 5, and No. 2, August 10, declined to honor card tickets account having expired and collected cash fares. Passengers were referred to Passenger Department for refund on tickets.

On train No. 22, August 5, he also lifted employe's term pass, account passenger not being provided with identification slip, Form 1572, and collected cash fare.

Conductor R. W. Carruthers, on train No. 502, August 14, declined to honor card ticket, account having expired, and collected cash fare.

Conductor F. A. Hitz, on train No. 18, August 21, lifted employe's term pass, account being in improper hands. Passenger refused

to pay fare and was required to leave the train.

Conductor M. B. Cavanagh, on train No. 4, August 24, declined to honor card ticket, account having expired, and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

St. Louis Division

Conductor A. E. Reader, on train No. 22, August 5, lifted trip pass, account not being countersigned and collected cash fare.

Conductor H. W. Bibb, on train No. 6, August 7, lifted employe's term pass, account passenger not being provided with identification slip, Form 1572. Passenger refused to pay fare and was required to leave the train.

On train No. 203, August 20, he lifted annual pass, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor C. T. Harris, on train No. 6, August 28, lifted employe's term pass, account passenger not being provided with identification slip, Form 1572, and collected cash fare.

Wisconsin Division

Conductor L. B. Traugh, on train No. Ex. 458, August 6, declined to honor local ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Minnesota Division

Conductor J. H. Quinlan, on train No. 28, August 31, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to Passenger Department for refund on ticket.

Tennessee Division

Conductor A. K. Abernathy, on train No. 4, August 27, lifted annual pass in accordance

with bulletin instructions. Passenger refused to pay fare and was required to leave the train.

Louisiana Division

Conductor E. S. Sharp, on train No. 313, August 10, lifted card ticket from passenger who admitted having previously secured transportation on same, also declined to honor mileage book, account having expired and collected cash fares.

Conductor L. E. Barnes, on train No. 34, August 12, lifted local simplex ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

On train No. 34, August 16, he lifted employe's term pass, account identification slip, Form 1572, having expired. Passenger refused to pay fare and was required to leave the train.

On train No. 34, August 18, he lifted going portion of employe's trip pass, account going portion being missing. Passenger refused to pay fare and was required to leave the train.

Conductor R. E. McInturff, on train No. 24, August 22, lifted 30-trip family book, account being in improper hands and collected cash fare.

Memphis Division

Conductor W. A. Wylie, on train No. 324, August 1, lifted mileage book, account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor J. R. Hoke, on train No. 40, August 2, lifted mileage book, account being in improper hands and collected cash fare.

New Orleans Division

Conductor R. E. Cook, on train No. 12, August 6, declined to honor mileage book account having expired and collected cash fare.

Conductor S. K. White, on train No. 21, August 19, lifted employe's trip pass, account having expired and collected cash fare.

Conductor R. McBurney, on train No. 504, August 20, declined to honor mileage book, account having expired and collected cash fare.

Illinois Division.

Operator C. E. Richards, of Otto, and brakeman J. L. Jones have been commended for discovering and reporting brake beam dragging on I. C. 67237, train extra 1752, Sept. 27. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor McManus, in charge of train 55, Oct. 1, has been commended for discovering and reporting K 22 and 23 moving in his train with no light weights stencilled on cars. Arrangements were made to have cars stencilled.

Conductor C. H. Calahan, in charge of extra 1512 south, Oct. 2, has been commended for discovering and reporting I. C. 91633 with no light weight stencilled on either side. Arrangements were made to have car stencilled.

Foreman R. Green has been commended for discovering lumber shifting in car moving in extra north, Sept. 19, and notifying conductor

in charge of same who stopped train and had lumber replaced. This action undoubtedly prevented possible accident.

Flagman W. B. Brown has been commended for discovering 18 inches of rail missing on northbound track between Branch Junction and Odin and flagging extra north. This action undoubtedly prevented possible accident.

Conductor C. E. Maxfield has been commended for discovering and reporting I. C. 86172 with no light weight stencilled on same moving in extra 1511, Sept. 22. Arrangements were made to have car stencilled.

Operator R. V. Devenouges, at Manteno, has been commended for discovering and reporting brake beam down on Wabash 77024, train 55, passing Manteno, Sept. 16.

Agent J. T. Madison, Ashkum, has been commended for discovering and reporting D. L. & W. 33774 improperly stencilled. Arrangements were made to correct same.

Brakeman J. W. Meadows has been commended for discovering broken arch bar on M. R. L. 7999, Aug. 26, and notifying conductor Stewart, who set car out at Paxton for repairs.

Conductor C. H. Flora has been commended for discovering and reporting I. C. 110736 moving in extra 1752 north, Sept. 21, improperly stencilled. Arrangements were made to have car properly stencilled.

Mr. A. A. Bureky has been commended for discovering steam hose dragging on ground under train 442, Sept. 24, and calling conductor's attention to same, who chained same up, thus eliminating the cause of a possible accident or damage to equipment.

Conductor F. Van Meter has been commended for discovering and reporting B. & M. 60653 with no number on one side of car and I. C. 118601 steel car, number rusted off, moving in extra 1636, Sept. 17. Arrangements were made to have cars properly stencilled.

Switchman G. R. Brayton has been commended for discovering and reporting I. C. 121076 with no light weight stencilled on car, moving in extra 1553, Sept. 18. Arrangements were made to have car stencilled.

Section foreman C. Curtin has been commended for discovering and reporting brake beam down on a car in extra 1510 north, about two miles north of Manteno, Sept. 18. Train was stopped and brake beam removed, thereby removing possible cause of an accident.

Conductor G. W. McNeill has been commended for discovering and reporting I. C. 110495 with no light weight stencilled on same, moving in extra south, Sept. 22. Arrangements were made to have car stencilled.

Conductor C. H. Calahan has been commended for discovering and reporting I. C. 121076, train extra 1647 south, Sept. 18, with no light weight stencilled on either side. Arrangements were made to have car stencilled.

Conductor H. L. Been has been commended for discovering and reporting I. C. 121996, moving in his train, extra 1678, Sept. 8, with no light weight stencilled on same. Arrange-

ments were made to have car stencilled.

Conductor O. H. Norman has been commended for discovering and reporting I. C. 116881, moving in extra 1730, Sept. 11, improperly stencilled. Arrangements were made to have car correctly stencilled.

Conductor J. W. Knce has been commended for discovering broken rail on north bound track just south of crossover at Hospital, Kankakee, Sept. 11, and for his action in flagging No. 24 and notifying engineer and section men. This action undoubtedly prevented possible accident.

Agent E. Dobbins, Del Rey has been commended for discovering and reporting hot box on car moving in extra 1579 north, Sept. 8, to conductor.

Operator G. F. Zumwalt has been commended for discovering brake rod down on No. 54's train while they were passing Farmer City, Sept. 9, and stopping train. Train crew removed the brake rod, thereby preventing possible accident.

Conductor Geo. Lindsay has been commended for discovering and reporting Soo Line 6420, with no light weight stencilled on car, Aug. 29. Arrangements were made to properly stencil car.

Engineer A. Hall has been commended for discovering two cars listed as empties and contained pig iron, and notifying the conductor who procured billing and proper disposition of the cars. This action undoubtedly prevented delay to freight contained in the cars.

Springfield Division.

Conductor C. H. St. John, Clinton, has been commended for collecting 60 pounds of babbit removed from caboose, this accumulation having resulted from picking same up at various points along the waylands.

Mr. James Leach has been commended for discovering brake beam dragging on S. F. 28586, train 164, Sept. 6, at Lanson, in charge of conductor Boyle, and signaled flagman to stop train. Brake beam was removed, thereby eliminating possible cause of an accident.

Brakeman J. C. Walraven, Clinton, has been commended for discovering and reporting channel bar broken on I. C. 90627, Sept. 1. This action undoubtedly prevented possible accident.

Tennessee Division.

S. Sismukes, Mayfield, has been commended for services rendered in apprehending a car thief, Aug. 20.

Division News

Minnesota Division

Extra dispatcher Albert G. Donahue, is now at the Second Officers' Reserve Training Camp, at Fort Snelling, Minnesota. He reports enjoying the strenuous workout being given him, very much.

Extra operator J. L. Donahue, has departed for Washington, D. C., where he will resume his law course at Georgetown University.

There have been a great many changes in the office force of the division superintendent, at Dubuque, during the past month. Paul J. Ryan secretary to Superintendent McCabe, recently was appointed as secretary to General Superintendent, L. A. Downs, at Chicago; Edward J. Riley, assistant chief clerk, was appointed as secretary to General Superintendent W. S. Williams, at Waterloo; F. J. Permantier, secretary to the superintendent, who succeeds Mr. Ryan, has left the service and is now in the employ of the Government. Mr. Permantier was succeeded by O. J. Oster, and the latter by Miss Lucille Sims, as stenographer to the chief clerk. Miss Hilda Schwartz and Miss Lenna Lightcap, are recent additions to the superintendent's force as file clerk and stenographer. Frank Hardy, formerly train master's clerk, at Waterloo, has succeeded Mr. Riley as assistant chief clerk, and Miss Sims, who had succeeded as stenographer by Miss Edna Piltz.

Letters are being received by friends of

operator Floyd Belscamper, and conductor H. H. Everhart, now with the Illinois Central Regiment, "Somewhere in France." Both men report enjoying their experience very much and are giving most interesting impressions of English and French railroading, as compared with the most excellent systems in the United States.

General yard master, H. O. Dahl, will soon occupy offices on first floor of Dubuque Passenger Station building.

W. J. Heckman, formerly assistant chief clerk in the superintendent's office, spent several weeks in Dubuque recently prior to going to Des Moines, where he is now a member of Company K, 350th Infantry, at Camp Dodge.

The many friends of Hodge S. Taylor, on the Minnesota Division, are glad to hear of his return to Iowa, and to an active part in the Minnesota Division affairs, in connection with his duties as chief clerk to General Superintendent Williams, at Waterloo.

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 3-page illustrated Eye Book Free. Write **all** about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Scaly Eyelids and Granulation.

Nuxated Iron to Make New Age of Beautiful Women and Vigorous Iron Men

Say Physicians—Quickly Puts Roses Into the Cheeks of Women and Most Astonishing Youthful Vitality Into the Veins of Men—It Often Increases the Strength and Endurance of Delicate, Nervous "Run-Down" Folks, 100 Per Cent, in Two Weeks' Time.

Opinion of Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City.

SINCE the remarkable discovery of organic iron, Nuxated Iron or "Fer Nuxate," as the French call it, has taken the country by storm. It is conservatively estimated that over three million people annually are taking it in this country alone. Most astonishing results are reported from its use by both physicians and laymen. So much so that doctors predict that we shall soon have a new age of far more beautiful, rosy-cheeked women and vigorous iron men.

Dr. Ferdinand King, a New York Physician and Medical Author, when interviewed on this subject, said: "There can be no vigorous iron men without iron. Pallor means anaemia. Anaemia means iron deficiency. The skin of anemic men and women is pale; the flesh flabby. The muscles lack tone; the brain fags and the memory fails and often they become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

"In the most common foods of America, the starches, sugars, table syrups, candies, polished rice, white bread, soda crackers, biscuits, macaroni, spaghetti, tapoca, sage farina, degenerated oat-meal, no longer is iron to be found. Refining processes have removed the iron of Mother Earth from these impoverished foods, and silly methods of home cooking, by throwing down the waste pipe the water in which our vegetables are cooked, are responsible for another grave iron loss.

"Therefore, if you wish to preserve your youthful vim and vigor to a ripe old age you must supply the iron deficiency in your food by using some form of organic iron, just as you would use salt when your food has not enough salt."

Dr. E. Sauer, a Boston physician who has studied both in this country and in great European medical institutions, said: "As I have said a hundred times over, organic iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or run-down, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous nervous maladies. The real and true cause which started their disease was nothing more nor less than a weakened condition brought on by lack of iron in the blood.

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At 30 he was in bad health; at 46 he was careworn and nearly all in. Now at 50 after taking Nuxated Iron, a miracle of vitality and his face beamed with the buoyancy of youth. Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron. If you are not strong or well, you owe it to yourself to make the following test: How long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from fourteen days' time simply by taking iron in the proper form. And this, after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron acetate, or tincture of iron simply to save a few cents. The iron demand by Mother Nature for the red coloring matter in the blood of her children is not that kind of iron. You must take iron in a form that can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than



useless. Many an athlete and prizefighter has won the day simply because he knew the secret of great strength and endurance and filled his blood with iron before he went into the affray; while many another has gone down in inglorious defeat simply for the lack of iron."

Dr. Schuyler C. Jaques, Visiting Surgeon of St. Elizabeth's Hospital, New York City, said: "I have never before given out any medical information or advice for publication as I ordinarily do not believe in it. But in the case of Nuxated Iron I feel I would be remiss in my duty not to mention it. I have taken it myself and given it to my patients with most surprising and satisfactory results. And those who wish to increase their strength, power and endurance will find it a most remarkable and wonderfully effective remedy."

NOTE—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians both in Europe and America. Unlike the older inorganic iron products it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion as well as for nervous, run-down conditions. The manufacturers have such great confidence in nuxated iron, that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

Please mention this magazine when writing to advertisers.

Baggage agent, L. B. Murray, is receiving congratulations of his friends, at Dubuque, upon his recent marriage. Mr. and Mrs. Murray have just returned from their honeymoon, spent in Chicago and Milwaukee.

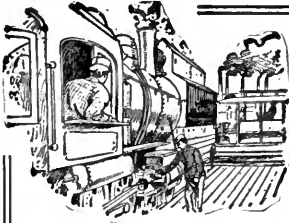
Ed. Lynch, formerly clerk in the road master's office, was promoted to the position of chief clerk in that office recently, succeeding Paul J. Ryan, who has accepted employment with Mr. Downs, in Chicago. Mr. Lynch was succeeded by Miss Ethyl McNamara.

Donald F. Huntoon, formerly assistant chief clerk in the superintendent's office, is now employed in the office of the general superintendent of transportation, at Chicago.

Philip Lehman, who has been chief clerk to the road master, at Dubuque, for the past five years, until he accepted position as ditcher engineer, is now working as assistant inspector under G. R. Hurd, chief fire inspector, at Chicago.

Indiana Division

Vice-president T. J. Foley, with office car No. 3, arrived at Peoria from the Rock Island, Sept. 19th; over Indiana Division, Peoria to Evansville, train No. 201 the 19th; Evansville to Indianapolis via C. & E. I. and P. C. C. & St. L., 20th; Indianapolis to Effingham, No. 301, the 21st; delivered Illinois Division.



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Miss Edith Riggs, of the Road Master's Office, is spending her vacation in Iowa.

Earl Brown, formerly an accountant of the superintendent's office force, at Mattoon (now located at Dawson Springs, Ky.), paid us a short visit one day this month.

General Yard Master O. E. Haettinger, at Mattoon, has returned from a vacation spent in Oklahoma.

The movement of melons from Posey County is nearly over, as the season is about ended.

Barnum & Bailey's Circus showed at Mattoon, Sept. 14th, coming to us from Murphysboro, Ill., delivered to the Big Four, at Mattoon, en route to Pana, Ill.

Mr. and Mrs. M. D. Law, parents of conductor John Law, who is now over in France with the Illinois Central Railroad Regiment, desire to express their appreciation to the train and enginemmen of Indiana Division at

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NOVEMBER 1917

ILLINOIS CENTRAL MAGAZINE

for
NOVEMBER 1917

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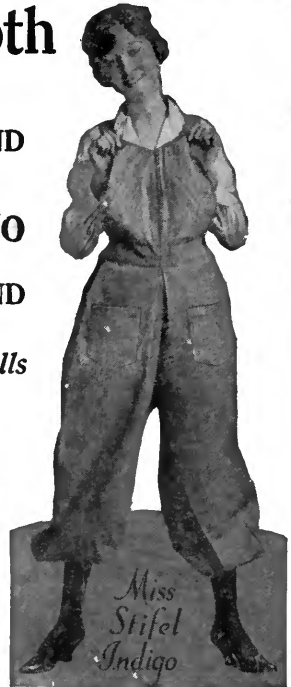


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W. B. RYAN.

Assistant General Freight Agent, I. C. R. R. at Memphis, Tenn.

MR. W. B. RYAN entered the service of the Illinois Central Railroad Company, Feb. 15, 1903, as stenographer in the Commercial Agent's office at Nashville, Tenn., July 1, 1903, transferred to Assistant General Freight Agent's office at Evansville. December 1, 1905, appointed contracting Freight Agent, Nashville; November 15, 1906, appointed Traveling Freight Agent, Nashville. August 15, 1907, transferred to Memphis, Tenn., and on June 10, 1910, again transferred to Jacksonville, Fla. July 17, 1912, appointed Commercial Agent, Little Rock; November 10, 1915, transferred to Pittsburgh, and appointed Assistant General Freight Agent at Memphis, Tenn., May 1, 1917.

ILLINOIS CENTRAL Magazine

Vol. 6

NOVEMBER, 1917

No. 5

Another Appeal to Save Live Sock.

Office of the General Manager.

In April, 1917, Mr. Foley published a pamphlet showing the number of head of horses and mules, cattle and hogs killed annually on the waylands of the Illinois Central System for a period of five years. He appealed to farmers and owners of stock to co-operate with the Railroad Company in reducing the destruction and consequent waste of these animals, on the ground that not to do so was unpatriotic. Attention was directed to the fact that there would be a great shortage of meat this fall and winter and that the government might consider the advisability of inaugurating meatless days. We now have the meatless days. All patriotic citizens have been requested to conserve food, especially beef and pork.

It was shown that for five years sufficient cattle and hogs were daily killed on the waylands of the Illinois Central System to feed 5,000 soldiers. Mr. Foley's pamphlet was widely distributed along the lines of the Illinois Central. It was favorably commented upon by the people and the press, and in many communities co-operation was promised and has been received. However, in other communities there was a lack of co-operation and the slaughter of animals went on and is still going on. I deem it proper to again draw this matter to the attention of our employes—enginemen, trainmen, agents,

section foremen and section laborers—and also to farmers and stock owners and officers of municipalities.

Every stock owner who keeps his stock enclosed, the municipal authorities in every town who prevent stock from running at large, every engineer and trainman who take precautions to avoid striking stock on the waylands, every section foreman or section laborer who drives an animal from the waylands performs a patriotic duty. When any of those mentioned, or other citizens, are guilty of a negligent act which results in the destruction of an animal at the present time, they are guilty of an unpatriotic act.

During the first nine months of 1917, there were killed upon the waylands of the Illinois Central 416 head of horses and mules, 1,149 head of cattle and 963 head of hogs. This is a substantial reduction over the corresponding months of former years, but there is still much room for improvement.

I earnestly request all employes to assist in preventing the destruction of live stock upon the waylands of this system. Furthermore, I call upon them to ask the co-operation of farmers and stock owners to assist in preventing the killing of their stock. An open farm gate is an indication of carelessness and negligence and reflects not only upon the owner of the adjacent

property, but also upon the employes of the Company.

A great deal of stock is killed inside of station limits, particularly at this season of the year when cottonseed and grain are moving. On one Division of the system, 22 head of large stock were killed during the month of October and 20 of these were killed inside station limits. If Division Officers and employes will promptly bring this matter to the attention of

municipal authorities in municipalities where stock is permitted to run at large, I believe, in many places, relief can be secured.

Let us take a fresh hold upon this important matter of conserving the live stock, and stop the waste. Suggestions are solicited and will be gratefully received.

A. E. Clift,
General Manager.

Resolutions adopted by the fellow workers of Mr. H. L. Moffet, Train Master at Clinton, Ill., who died recently.

Whereas, Our Heavenly Father has seen fit to call home our esteemed official, Mr. H. L. Moffett, Trainmaster of the Springfield Division, and,

Whereas, Our departed friend was an efficient officer, a devoted husband and just to all mankind, and

Whereas, The members of the Order of Railway Conductors and Brotherhood of Railroad Trainmen on the Springfield Division have suffered an irreparable loss because of his demise, therefore be it

Resolved, That we, the General Committee of the O. R. C. and B. of R. T., for the Illinois Central Railroad, now in session, extend to the sorrowing wife our sincere sympathy in this hour of bereavement; and be it further

Resolved, That a copy of these resolutions be forwarded to the wife, the Chairman of the Local Grievance Committees and the Secretaries of Division 400, O. R. C., and Lodge 41, B. of R. T., at Clinton, Illinois, and a copy to the editor of the Illinois Central Magazine, and the same be recorded on the minutes of this meeting.

Signed.

E. M. Moales,

General Chairman, O. R. C.

John Delano,

General Chairman, B. of R. T.

E. O. Haven,

General Secretary, O. R. C.

E. A. Smittle,

General Secretary, B. of R. T.



Y. & M.V. Station



Veterans



What the

World thinks

LARGE LOANS NOT DESIRED

Railroad Man Calls Them "Only a Court Plaster"

HIGHER RATES REAL NEED

Frank Trumbull Discusses Transportation Problems in War

St. Louis, Oct. 16.—In an address before the American Association of Passenger Traffic Officers Frank Trumbull of the Railway Executives' Advisory Committee today said:

"There can be no such thing as business as usual under war conditions in any line. To meet these changed conditions there have been and must continue to be important changes in the character of railroad service. For the inconvenience and annoyances which inevitably follow these changes the railroads ask the patience of the public in view of the important ends to be served.

"When, to expedite the transfer of important freight, in order to furnish the motive power and the rolling stock and the labor the war traffic demands they reduce the number of passenger trains, extend their schedules and submit to delays, the railroads ask that the public give consideration to the reasons therefor and not let the irritation of the moment interfere with generous judgment.

Railroad Men's Plain Duty.

"A late passenger train may easily mean that right of way has been given

to food or fuel, munitions or troops on their way to fight for us on Europe's far-flung battle-line. The delayed receipt of some household comfort or some article of desired merchandise may easily be offset by the expedition of troops on their way to protect the home and make safe the institutions under which we live."

He told of a Western railroad executive who said recently: "The emergency confronting the Government and the nation is greater than any emergency that can confront any private individual or corporation; and we, representing the transportation interests of this country, must stand together and coordinate all of our activities to one end—the early and successful termination of the war."

"The urgent need of the railways for reasonable, even generous, rates is, I believe, recognized by both state and national authorities, and I hope we may look forward with confidence to early and constructive action by these public authorities," he continued.

"It has been suggested that the Government make large loans to the railroads from the public treasury. While some temporary relief of this sort might be considered, it would be only a court plaster and would not cure the real trouble. Why encourage the carriers to go into debt to the Government when the trouble today is that their debts are already too large? What they need is revenues to enable them to meet their existing obligations, not from lending creditors, but from share-holders. Why pile up Government debt on the already top-heavy load of private debt? We ought

to have a broader foundation of capital from shareholders, and we must have higher rates, both State and interstate, to widen the foundation instead of the superstructure. I assume railroad commissions will not ignore the fact that we are living in an absolutely new world of credit—and that America is now a financial island.

Lesson Taught By War

"The Great War has brought vividly before the country the fact that railway transportation is an indispensable arm of national defence. For the service of the nation the operation of the railways has been mobilized in order that a maximum of transportation may be produced with the available facilities. Now that we have mobilized operation, there is even greater need that we mobilize railway credit and railway regulation, both of which are too much decentralized.

"This is a task to command the highest constructive statesmanship. The first achievement of the present Washington Administration was the mobilization of the banking resources of the nation. It builded better than it knew, for who imagined, when the Federal Reserve system was inaugurated that we would so soon face the gigantic task of mobilizing banking credit by the thousands of millions of dollars?

"What the Administration did for banking it now has the opportunity to do for transportation. I believe that the day is near at hand when the mobilization of our transportation resources will be effected on as broad and solid a foundation as was laid for our banking resources."—*The Evening Sun, Tuesday, October 6, 1917.*

THE RAILROADS' TASK

Never before in history has the United States felt the need of her railroads and their equipment so much as today. The task assigned them in the conduct of this war is a big one. Without the undivided support of shippers throughout the country it will be difficult of fulfillment. The

crops of this season are the greatest in history on account of increased acreage and stimulated production. Under normal conditions, they would tax the facilities of the roads. Producers and consumers alike count on the railroads to transport these products from the point of production to the point of storage or consumption. Larger crops mean increased demands for transportation. That is the smallest part of the service to be performed by the railroads for a country at war.

Our transportation systems have yet another problem to meet in the movement of troops and supplies. The draft army, comprising 600,000 men, will be moved by the railroads. Transportation of the regulars and the national guardsmen also is to be accomplished. The roads must handle all of this business for the government in addition to the commercial traffic essential to the welfare of the country. It must be accomplished without additional equipment inasmuch as the government must also commandeer railroad equipment under construction for use abroad. In view of these conditions we are bound to admit that railroads are valuable assets at this time.

We can see the importance of keeping these cars moving at all times. They must do double duty if the railroads are enabled to handle the increased traffic, due to the entry of the United States into the world war. Here is where the shipper can perform a lasting service to the railroads and the nation. By avoiding delays in the loading and unloading of freight cars he adds capacity to the freight cars of the country. Danger of serious car shortages can be reduced. Cars ought to be loaded to capacity so long as the abnormal demand for shipping facilities continues. Where cars carry but half a load, the efficiency of the railroads is destroyed. Co-operation between shippers and railroads will lessen the burden of the roads and add to the effectiveness of our part in the world war.—*Salt Lake City Herald, August 25, 1917.*

BOUGHT AND PAID FOR, BUT RIGHT TO USE DISPUTED.

The Waterloo, (Ia.) Times-Tribune of the 28th ult. published Vice-President Foley's letter on unreasonable speed regulations, addressed to trainmen and engineers, in its news columns, and commented upon the letter editorially in the same issue of the Times-Tribune, as follows:

"The circular issued by Mr. Foley of the Illinois Central railway to trainmen is as much to the interest of the public as to the trainmen. A fair digestion will convince anyone that Mr. Foley has the right view. There is too little attention paid, especially by motor car drivers, to the warning "Look Out for the Cars." The railroads of today are heavily taxed to meet requirements and if part of the duty of the trainmen is to look out for motor cars, traffic is necessarily arrested, thus the public is inconvenienced and the railroad is placed to extra burden.

We have but to observe the street accidents and the highway tragedies to know that some of the motor car drivers are extremely careless. We know from this that a great many of them are more careless than are the trainmen and yet when an accident occurs at a railway crossing the public immediately places the blame upon the railroad and damage suits are started against the railroad, in many cases. The public is prone to blame the railroad when the railroad is traveling its own highway, bought and paid for, and should not be held responsible in many cases, for accidents that it was within the power of the motor car driver to prevent, but not in the power of the trainmen to prevent. In other words, there are rights on both sides and it should not be presumed that motor car drivers have no responsibility at highway or town crossings.

Especially at this time it is incumbent upon us to not unnecessarily obstruct or place hindrance upon the transportation facilities of the country. It is necessary for us to remember that there must be the greatest efficiency in transportation work and that we must do our part. To that end it must be our duty to "Look Out

for the Cars;" to "Stop, Look and Listen," to remember that our soldiers and sailors are traveling; that our munitions are being transported; that food and necessities of all kinds are in transit and much depends upon their transportation unhindered."

HELP OURSELVES, ALSO.

The war committee of the railroads is reported to be preparing an appeal for a government loan to the transportation companies in the sum of half a billion dollars. The appeal should meet a response with double the sum to be asked for.

We are spending hundreds of millions for ships, we are lending billions to the Allies, we are financing all sorts of projects connected with war purposes. Yet the government is doing nothing to aid the railroads of the country, which have, thus far, unaided performed every duty of wartime with surprising efficiency, but which, if they cannot readily find means for replacements, betterments and extensions, must soon fall into a state of inefficiency, the results of which may be forecast from the experiences of Russia and Germany.

A million tons of shipping will be of little value if the railroads are not able to bring their cargoes from the fields of the west to the seaports of the east. A million conscripts from the interior can do no harm to the kaiser if they cannot be transported to the docks where they should embark.

Under existing conditions in the money market, with the manifest reluctance of the government to permit the railroads to charge higher rates for an increasingly expensive service, it is daily more difficult for the railroads to secure the money necessary to put and to keep them in shape to render the most continuously efficient service to a nation at war. If we can lend billions to our Allies, taking their bonds in return, why can we not lend a less sum to our own people upon security equally good? If we can advance money to shipbuilders who could take contract with no more tangible assets than an option upon a

site, why can we not advance money to railroads which have large and valuable properties to bear the lien?

If our interior transport breaks down or is perceptibly halted, all our ocean transport will go for naught. Not only will the war be prolonged or a failure, but we shall confront conditions at home which will spell idleness, hunger and cold. The railroads are wholly within their rights in asking a government loan, and it should be freely granted.—*Freeport Daily Journal-Standard*, Thursday, October 18, 1917.

THE RAILROADS DESERVE AN ADVANCE

Time was when the West scored the railroads as "playing the baby act." That was after the West had gone gunning for the railroads, had made them climb down from their control of government and had proceeded to rub in the lesson and made 'em like it.

Characteristically, the West went too far.

The railroads have never got over that "rubbing it in." We don't know that they ever will.

But we do know that they have got bravely past the "baby act" stage. They don't complain any more. Perhaps they don't have to. Perhaps the condition of their equipment, the level of their stock values, the increase in their wage schedules and the limitations of their rates speak plainly enough for them.

We have an idea, though, that the main reason they are shutting their teeth and playing their game is a thing called patriotism.

Certain it is that since the war began, transportation, the greatest of American industries, has quietly and self-sacrificingly turned itself into the greatest of American war agencies. Daniel Willard has given up railroad presidenting to be grand—and unpaid—overseer of all war traffic. Judge Lovett—at the same salary—has abandoned such trifles as the Union and Southern Pacific in order to give Uncle Sam the tremendous powers of organization that the master eye of E. H. Harriman saw in him. Atterbury

of the Pennsylvania, biggest and best-loved man of his crowd, is laying military railroads in France. Hale Holden, who has come up thru the Burlington to be one of the great railroad "statesmen"; Fairfax Harrison, railroader after railroader has met the call by simply turning themselves, their roads, their rolling stock over to the government.

It is a great record.

And it deserves fair recognition.

The railroads, doing their duty to the country in this silent, unpraised, uncomplaining way, again appear before the Interstate Commerce Commission to ask the raise of rates without which their properties cannot hope to meet the unprecedented strain that the country puts upon them.

The railroad rates should be advanced.
—*Chicago Post*, Oct. 24, 1917.

MOVING OUR TROOPS

The movement of our troops in any degree of comfort and with reasonable expedition will call for economy in general railroad service, and for such co-operation as we have never witnessed among the American railways.

Unless the traveling public accept in a sympathetic and uncomplaining spirit such temporary changes in train service as may be necessary, the government will not hesitate to act in a decisive manner. Germany, for instance, does not so much as consider the claims of commercial travel when troops have to be moved. Trains are stopped. Freight is tied up. Civilian travelers are left to cool their heels for days at a time while blocks are set and tracks are cleared for the speedy transportation of army corps. The surest way to prevent such hardship as this in America is to make it unnecessary. The most direct means to this end is to give the government and the railroads the fullest assistance in forbearance and sympathy.

At the very worst, the interruption to regular traffic will be of brief duration. The benefits of co-operation may be lasting. That, in our opinion, is to be one of the blessings of the war. For when our railroads learn to utilize their joint

facilities to the greatest advantage, in meeting the nation's present need, is it not reasonable to suppose that when the war is over the lessons they have learned will be applied to lasting co-operation and larger service?—*Richmond, Va., News-Leader, Sept. 3, 1917.*

HELPING THE RAILROADS

The railroads are still handicapped by the tremendous volume of traffic, but not so seriously as they were. They are handling more freight than ever before, with no greater equipment. They are doing so well that private business has not been very seriously interfered with by the enormous government demands made recently for the moving of war materials and troops.

The saving in July merely from more efficient loading amounted to 120,000 cars.

The railroads are ready to acknowledge all such help, and are said to intend publishing "an itemized record" of their indebtedness to shippers, passengers and others whose efforts have enabled more tons to be carried per car, more cars to be handled per locomotive, etc.

Thus we seem to be entering upon an era of good feeling as well as of efficiency in a domain where there has been little but bickering and inefficiency for many years. It's a good index to the present national spirit of cheerful co-operation and a good omen for the future. Why shouldn't the public and the railroad get along together just as well after the war?—*Ottawa, Ill., Journal, August 30, 1917.*

UNNECESSARY WORK

It can be foreseen that the demand for railway service will be greater in the near future, with the growth of our new army and the movement of troops and supplies. The railroads should be relieved of work that is not absolutely necessary. Employment of their engineers, clerks, and trackmen under the valuation law should be discontinued, or suspended until the return of peace. All who are engaged in this work should be released. They are needed for other

kinds of labor. Valuation can wait. When it is completed, at heavy cost to the companies and the government, it may not be worth much. Parts of the statute's requirements can be satisfied only by very great expenditure of money and labor. The government officer directing this work, who was formerly a member of the Interstate Commerce Commission, some time ago said that the cost of doing what these parts seemed to demand might equal the value of the entire railway system, which is capitalized at \$20,000,000,000. Employees who are giving their time and energies to valuation service should be free to take up again the railway work that calls for them.—*N. Y. Times, Sept. 6, 1917.*

GOOD RAILWAY SERVICE

American railroads, under co-operative management in handling freight and in dispensing with duplicate passenger service, are in much better position to handle traffic than a year ago despite the great bulk of business. The car shortage on August 1 last was only one-fourth as great as it was on May 1, 1917.

Shippers and the public generally have greatly aided in improving the service. Cars have been unloaded more promptly, duplicate passenger trains have been eliminated, and the whole railroad plant of the country is being used effectively in a way to aid the nation in its war preparations, as well as commerce in its ordinary business.

Bearing also upon the public convenience, is the greater ability of the transportation lines to distribute fuel. More coal has been moved during the summer than in any previous year, and a "jam" in cars when the cold weather begins is now less likely. In point of efficiency and material accomplishment in war preparation the railroads of the country are showing a spirit of service that might well be generally imitated.—*Seattle, Wash., Post, Sept. 2, 1917.*

TROOP TRANSPORTATION

Railroads of the country are hard put to handle the great number of troops that will have to be moved to the vari-

ous cantonments in the South. Within a few days all the equipment that can be found will have to be utilized in this service, and as a result passenger and freight traffic for private concerns may suffer some delay, but the business of the government must be moved, and other classes will have to await their turn.

This is an instance where all the people will have an opportunity to display their patriotism. No complaint should come from any one on account of poor transportation facilities while this biggest troop movement in the history of the nation is being taken care of, and it is needless to say that all will gladly accept what is left and smile.

Patience on the part of traveling and shipping public is necessary at this time. It will be only a matter of a short time when normal conditions will prevail.

Do your bit by aiding the railroads in moving the soldiers with as much comfort as is possible, as they are going out in your behalf.—*Nashville, Tenn., August 1, 1917.*

A RAILWAY VICTORY

Although there has been only a 3 per cent increase in freight car equipment the railways rendered nearly 26 per cent more freight service in June this year than in the same month last year. How they were able to do this is summed up in the one word—co-operation. The shippers were a great help because of their immediate and intelligent response to the request that they load cars to full capacity.

In June, 1916, railroads having a combined mileage of 125,488, or about half the total for the United States, gave freight service equivalent to carrying 15,650,194,737 tons of freight one mile, while for the same month this year they carried 19,676,463,348 tons one mile, an increase of 25.7 per cent. Intensive loading of cars, in addition to an increase of 13.6 per cent in the number of miles a day which the railroads have been able to make their freight cars travel, has resulted in this achievement.—*Salt Lake City, September 6, 1917.*

INCREASING TRAFFIC

Mr. Fairfax Harrison, chairman of the Railway War Board, points with pride to the remarkable work done by the transportation companies of the United States in the last few months. Car shortage is less, traffic is moved faster at a time when demands are at the maximum. Already plans are being made to move a million troops in the next few weeks to various camps situated in forty-two different localities.

A few railways have been able to sell bonds, but most of the financing is done by issuing short term notes at high rates of interest and almost a quarter of a billion have been issued of these since the first of the year. With a fair amount of revenue long-time bonds could have been sold and the railways would be in much better physical condition today.

The railways are working harder than ever and are still without credit to make them as useful as they should be at a time when the demands from all sides are at the maximum.—*Philadelphia Inquirer, September 11, 1917.*

GOOD FOR THE RAILROADS

The railroads of the country, in their co-operative effort to provide the greatest possible amount of freight service in the interest of national efficiency and in the prosecution of the war have effected an extraordinary improvement in freight car supply.

The result has been accomplished at a time when the railroads are supplying with the same number of cars from 15 per cent to 20 per cent more freight service than they did at this time last year; a tremendous increase in both government and commercial traffic having been handled in July.

The aim of the railroads at the present time is to put each car to the greatest possible use, to have empty cars placed where they are most needed, to prevent overlapping and unnecessary service—in other words, to make the entire railroad system of the United States the most effective possible transportation agency in winning this war.—*N. Y. Financial American, August 2, 1917.*

RAILROAD EFFICIENCY

Heretofore there has been much concern, both in government and shipping circles, over the ability of the nation's carriers to handle the enormously increased demands upon them resulting in a large measure from the entry of the United States in the war. That doubt, however, must be completely removed when their achievements under the pooling program, put into effect four months ago through the efforts of the railroads' war board are considered.

America has eloquently displayed to the world that her railroads are unsurpassed from the standpoint of efficiency and that the patriotism of the railroad operators is equal to that of any other industry or class.—*Washington, D. C. Post, September 12, 1917.*

PROMPT TRANSPORTATION

Never before was transportation conducted with such a small amount of waste. Cars have been sent where needed regardless of ownership. In all cases they have been made to carry heavier loads. In some cases they have been loaded almost twice as heavily as they were last year. Every car has been made to do as much work as possible, and as a result we have not had the freight congestion that gave so much trouble last year on a smaller tonnage.

The promptness of transportation—important at all times—is vital now, and we look for the greatest celerity of movement now that experienced railroad men are assisting the war department. We feel assured not only that everything will be done that can be done, but that it will be done in the least possible time.—*Jacksonville, Fla., Times-Union, Sept. 11, 1917.*

AN IMPORTANT LINK.

The Railroads' War Board formed to safeguard transportation facilities in the United States, is asking the co-operation of the shipping public to help the railroads conserve their strength as much as possible. To that end they are asking that only full carloads be shipped, that loading and unloading be done promptly,

so that one car need make but one trip over a given line of roadway and that cars be made available for further use as promptly as possible.

Here is a gap in the national line of defense which may be filled at once by the business men who use the railroads. It is their opportunity to do their little bit toward maintaining the national efficiency.—*San Francisco Examiner, August 28, 1917.*

REDUCING CAR SHORTAGES

The railroads of the country deserve high credit for the showing they have made since the United States entered the war. It constitutes practical patriotism to a pre-eminent degree. Take the figures presented by Fairfax Harrison, chairman of the Railroads' War Board. Since April 30, Mr. Harrison reports, the car shortages—that is, the excess of unfilled requisitions over available cars—have been reduced by 70 per cent. This has been accomplished in part by the reduction of passenger train service, in partly increased efficiency of operation, and in part by obtaining the assistance and co-operation of shippers. In view of the enormous strain that our war preparations are imposing on the railroads, we cannot but express our gratitude for their accomplishment. It is a record worthy of emulation by the other industries of the country. Very few have equaled or surpassed it.—*Chicago Tribune, September 11, 1917.*

REDUCING IDLE CARS

Railroads of the United States have entered upon a system of co-operation in the matter of better distribution of cars that is giving the national government and the public service, which is vastly improved. The shortage in cars, from May 1 to August 1, was reduced 75 per cent. And this has been accomplished at a time when the railroads are supplying from 15 to 20 per cent more freight service with the same number of cars than was being given at this time last year.

It is to be hoped that the same loyal, patriotic co-operation may be given dur-

ing the war by other interests. This will contribute greatly to the triumph of the United States.—*Grass Valley, Cal., Union, August 27, 1917.*

THE WORK OF THE RAILROADS

Of inestimable value to the United States is the work now being done and to be done by the railroads' war board. Forgetting profits, the board has launched an effective campaign to aid in the movement of all classes of war impedimenta, and in a letter addressed to all public service commissions and all state, county and municipal authorities, has urged general co-operation in a suspension during the conflict of "all efforts not designed to help directly in winning the war." It is the obvious duty of all officials and private citizens to accord this co-operation. It is but another of the many ways in which the man who does not wear a uniform may help.—*Billings, Mont., Journal, August 17, 1917.*

THE RAILROADS' GOOD WORK

Few laymen realize the size of the job tackled by the railroads in connection with getting the thirty-two army cantonments and guard camps in readiness for the soldiers. The material for the cantonments has required about 64,000 freight cars, for the camps 40,000. All of this had to be moved without delaying unduly the regular traffic of the railroads, so much of which now consists of material for other departments of war work.

Not the least inspiring chapter in the history of the war will be the part played by American railroads in helping to defeat the foe.—*Pittsburgh Chronicle-Telegraph, August 20, 1917.*

RAILROADS ORGANIZED

The wisdom of co-ordinating the railroads of the country under a war board of five eminent transportation experts—such men as Howard Elliott, former president of the Northern Pacific—finds daily demonstration.

The movement is one which the shippers and the transportation interests of the country must co-operate in if the railroad situation is going to be satisfactory. The railroads of the country

are facing a strain greater than at any time in our history, and in order to meet demands full co-ordination of all interests seems to be the best way toward efficiency in transportation.—*Fresno, Cal., Herald, August 25, 1917.*

INTENSIVE CAR LOADING

The Railway War Board is bent on doing its bit in helping the government to forward its war plans and has initiated a campaign for the better loading of cars so as to provide for the increased amount of freight service which the exigencies of war have called for.

Every commodity is now being loaded in a way to conserve space and thus increase the number of available cars.

Further efforts are being made by the railroads to liberate cars by urging agreements by shippers to abolish re-shipment and diversion of cars in transit.—*Buffalo Evening News, August 31, 1917.*

FUEL AND TRANSPORTATION

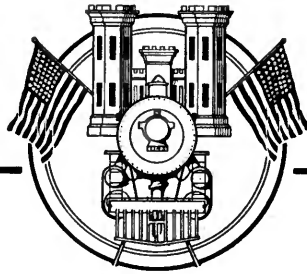
Efficiency measures inaugurated by the railroads' war board, combined with the hearty co-operation of shippers, in the effort to make one freight car do the work of two are producing desirable results.

But while the car situation is improving, the public should not forget that a greatly increased demand for cars in the fall and winter is inevitable and that every effort must be made by both the railroads and their patrons to promote efficiency in transportation.—*Joplin, Mo., Globe, September 1, 1917.*

CONSTRUCTIVE GENIUS

Travelers in recent days must have been struck with the immensity of the freight traffic being handled by the railroads. The freight trains that rumble by are noted not only for numbers, but for length. The bulk of these hurrying freights are made up of material intended for war purposes and in the transportation of which the railroad companies are giving the government the most effective of co-operation in the history of the country.—*Charlotte, N. C., Observer, August 17, 1917.*

MILITARY



DEPARTMENT

Letter Received from a Member of the 13th Regiment Engineers, Railway

Sept. 18, 1917.

Dear Mr. Anderson:

The censorship is very strict and we are forbidden to act as correspondent for any publication, so that I cannot at present send you any regular letter for the Magazine. I am going to secure permission, if possible, to do so.

The enclosed clippings are about our march before the King of England and, as they have been published and are so far back, I do not believe there exists any reason why they should not reach you.

I am unable to even inform you in regard to the physical condition of the men, their food or living conditions, nor any matters concerning the railways.

We are all happy and are all looking forward to the time when we may have our families with us.

I have been to Paris twice, ridden and walked all over the city, attended some French theaters and, of course, spent considerable time in the Louvre. I also visited my old abode of over twenty years ago when I lived in Paris, and found conditions just the same. I could almost imagine I was again a boy there.

I hear of you and yours from Mrs. ——— and hope some day to hear from you in person.

I have been in the trenches and have listened to the French shells flying in one direction and the German shells in the other direction over my head.

I have also witnessed air battles between opposing airplanes and have seen many shells explode near the planes. One of these, a German, I saw fall.

I have walked the burned streets of Verdun and took an old door plate off one of the battered down houses for a souvenir.

The French are very hospitable and we are accorded every kindness, and have had some jolly dinners together.

I have taken quite a few pictures, which I hope some day to be able to give you for publication.

My best regards to Mrs. Anderson and yourself.

Yours very sincerely,

London's Welcome

An American Appreciation

By Isaac F. Marcossou The Distinguished American Journalist

"The Day" that the Kaiser talked and dreamt about dawned on Wednesday, but it was not the sort of a day that he wished. It was a day of days in the long story of human liberty. To have lived to see it is not to have lived in vain. London's welcome to American troops was not only an epoch in the history of the great English-speaking nation; it was also something deeper and more profound. It showed that when all is said and done the good old Anglo-Saxon blood is really "thick."

I am one of those Americans who, from the very first day that President Wilson declared war against the Hun, hoped that our troops might march through London. I know that it has been the dearest wish of every one of our Tommies who have started for France; certainly it is the aspiration of that vast and gathering host soon to come. I wanted it almost more than anything in the world, because I felt that such a spectacle would visualize that great and thrilling kinship which has come to the two nations who must be stewards of the future.

Much as I hoped for this consummation, I had a lingering fear that, with the best intentions, the traditional aloofness and aversion from emotional display that are part and parcel of the British temperament might prevent the fullest expression of what the British people really feel about their new war comrades. I feared, too, for the effect of this on our own men, accustomed to parade through tumultuous and cheering crowds. The American is a highly emotional being, and nothing delights him more than to unfurl the flag and make the eagle scream. But what happened?

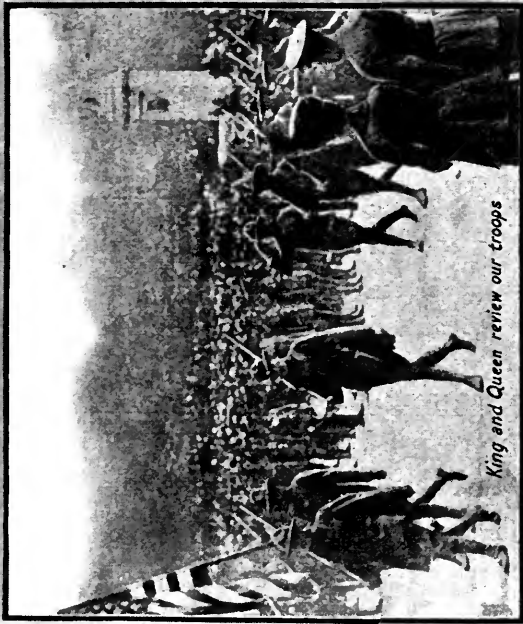
How London Made Good

London's reception of our troops not only exceeded every expectation; it was

a triumph of spontaneous enthusiasm: I have seen many memorable sights in this war. I have watched the whole panorama of heroic endeavor unfold itself in terms of agony and sacrifice; but I have never beheld anything that moved me so profoundly and made me so proud and glad to be a member of the English-speaking race as Wednesday's demonstration. Such sights as London saw will always remain in my mind as marking the high tide of Anglo-Saxon feeling. To have seen the American flag fly from the Houses of Parliament and the British War Office; to have witnessed what seemed to be "all London" leave its shop or desk in the midst of war to do honor to our fighting men from over the seas, all contributed to an occasion which was as memorable as it was historical.

London "made good" in the best American acceptance of the phrase. I was prepared for some display both of feeling and flags, but I was not prepared for the superb ovation that came to those young men, bronzed and fit, clean of limb and clean of conscience—the first sample of the "American goods" that will soon be delivered in units of hundreds of thousands.

London's achievement is all the more remarkable when you consider it was done almost without notice. We are all familiar with the carefully prepared pageant; on our side with such an occasion as the inauguration of the president in Washington and on your side with events like the coronation of a king. On such occasions there are weeks, even months, of labored preparations. The whole multitude is literally trained for the show. When such an occasion produces an immense outpouring no one is surprised. But when London does what she did on Wednesday it is little short of a miracle.



King and Queen review our troops



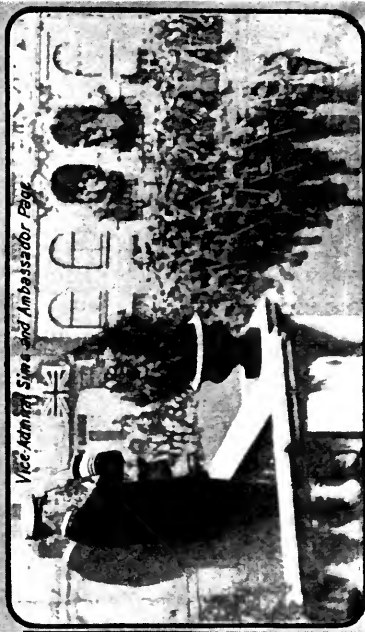
**AMERICAN TROOPS IN LONDON,
MARCHING PAST THE KING.**



Dowager Queen Alexandra and Lloyd-George



King George and Lloyd-George exchange greetings



Vice-Ambassador Sives and Ambassador Pugh

It is the greatest tribute to the real feeling that the Briton has today for his cousin over the seas.

The very crowd itself was a congress of war. In it you saw Belgians and Frenchmen, Italians and Russians, men limping from the wounds of a hard-fought battle, nurses fresh from the front. You did not have to travel far to know that the world was at war, and also that, whatever the race, there was a very warm heart-throb for the khaki array that had crossed 3,000 miles of dangerous sea and was soon to go to the battle line to do its duty.

I saw this spectacle from two distinct vantage-points. I wanted first to get a general picture of American troops marching through the streets of London, so I sat in a window overlooking Trafalgar Square where I could get an impression of the men as they started fresh on their journey and then swept up Cockspur Street into Pall Mall. No setting could have been more fitting for this historical spectacle. Overhead loomed the weatherbeaten figure of Nelson, and as I saw these marching Americans sweeping round the column I wondered what that grizzled old hero of Trafalgar would have thought had he been able to look down on what was going on.

It gave me a great thrill when I saw the Stars and Stripes, brilliant in the August sunlight, getting from practically every man in the vast throng, that reached back hundreds of feet, the same salute that it gets in its own country. But when all is said and done, both England and America are today "the home country" of all the Anglo-Saxon breed. To their everlasting credit, as far as I could see, every British officer raised his hand to the salute when that flag went by, and more than one of those gallant men had Old Glory pinned on his breast. To the American who beheld it it was a decoration that meant more than gleaming metal.

The King and Democracy

I was anxious, however, to see our troops march past the king, so I hurried up the Mall in time to see His Majesty make his appearance, with all that ceremony which is always dear to the democratic heart. As I saw him standing there, waiting for the troops to come, it occurred to me that here was just one more historic moment that was crowded into a succession of dramatic incidents that make one of the most significant chapters of the war. Here you saw the head of the mightiest empire of the world waiting for a host of soldiers, who were themselves the symbols and the outposts of democracy. As I stood there, watching his kindly face and realizing that in him are represented all the kingly glories of England, I felt that another great mile post had been set up in the journey of the war. He was there as the emblem of a democracy which is as free and frank as our own.

I noticed the keenness with which he watched our troops; the rigidity with which he stood at the salute; the sense of fine appreciation that the whole royal party displayed. And in a small way I felt some of the feeling that must have stirred the hearts of those young men who marched by, recruited as they were from farm and factory, representing many races and bloods, but, best of all, the proud old English strain which is the mother of them all.

I have only one regret about it, and it is that the whole American people could not see what I saw. It would have filled them with pride; it would have stirred them with hope; it would have thrilled them with a new fervor for the great cause to which they have now dedicated themselves. To have beheld the spectacle of those splendid Americans marching through London's lanes of cheering humanity was to feel that Freedom is secure and that the world will be safe for democracy.—*The Daily Mail*, Aug. 17, 1917.



1—J. E. JOHNSON, 2—S. A. CUNNINGHAM, 3—F. BELSCAMPER, 4—C. L. MOREL,
 5—L. J. SHEA, 6—D. FLANN, 7—D. L. HALL, 8—J. SAMMONS, 9—C. G.
 KUTZ, 10—R. W. SPRINGER, 11—J. S. CUNION, 12—O. R. MATTICE,
 13—L. F. CROWLEY, 14—D. G. SPEAR, 15—P. B. MULLAN,
 16—E. F. DINSEN.

Letter from Frank Nash, 13th Regiment Engineers, Railway, to his brother, Superintendent of Motive Power, This Company

From the date I reported at the Municipal Pier for active service until the date our company left for foreign service, our entire time was spent in drilling and organization. Under the direction of Col. W. C. Langfitt and Major R. B. Black we made very rapid progress. We held several regimental parades at Lincoln Park, one of these being viewed by the allied consuls located at Chicago. The regiment also organized a band of about 22 pieces which proved a great help in many ways.

June 26th we received an order from the commanding officer to be ready for movement. Every one was packed and ready, but the order was cancelled, so we went back to our daily outline of drill work. On Friday, July 13th, a message was received changing the name of our regiment from the Third Engineers, N. A. U. S. to the 13th Engineers, Railway, U. S. Army. Our second orders to move were received on July 18th. Again we packed and were ready, but this order, too, was cancelled, and an order issued that Companies A and B, under command of Major C. L. Bent were to proceed to New York City. The afternoon of this date was spent in giving a farewell parade in which the entire regiment were concerned, which took place at the Cavalry drill ground on Lake Shore Drive. Afterwards we were assembled at the west end of the pier and listened to an address by Lieut.-Col. Howard, and Major R. D. Black, which proved to be very interesting. This was the last night we spent at the Pier. The next Thursday, July 19th, everything being in readiness we spent the morning in bidding goodbye to our friends in the other companies. At 3:00 o'clock in the afternoon Companies A and B swung packs and started their march to the station being escorted by Companies C, D, E, F and G; the Illinois Central Band

and the Regimental Band accompanied us. We marched down Grand Avenue to Rush Street, down Rush Street to Michigan Avenue. We halted at 12th Street, Central Station and a great number of the boys in the General Office came down to bid us goodbye and wish us a safe and speedy journey. We finished our march to the 18th Street Station and entrained on the N. Y. C. & St. L. about 6:00 o'clock. Supper was served to the boys from the Baggage Car, in fact our meals for the entire trip were furnished this way.

We left Chicago at 7:15 p. m. and were soon on our way to New York City. On arrival at Cleveland about 8:30 a. m. breakfast was served. Our dinner was at Forsyth, N. Y., about 1:20 p. m. and we were permitted to take a hike around the town. On arrival at Buffalo at 4:15 p. m. central time, our first duty was to set our watches ahead one hour. We transferred to the D. L. & W. after taking ice and water. Had supper at Mt. Morris, N. Y. Most of the boys took a swim in the Yeanesse River. Passed through Scranton, Pa., early in the morning. Went through the Water Gap and noticed the large Hotel and Summer Resort located there. Crossed the Delaware River and arrived in Dover, N. J., about 9:00 o'clock where we had breakfast. Took an interesting trip through the Frog and Switch Shops which is located there. Was soon on our way again, and upon arriving near Hoboken, we received a very welcome reception which was evidenced by the whistles blowing and bells ringing on engines and factories. Immediately upon arrival at the station about 1:25 a. m. ranks were formed and we marched to the ferry boat. We embarked on Steamship St. Louis at Pier No. 62 about 1:00 o'clock. After getting our personal effects settled we spent

the balance of the day going over the town.

Sunday, July 22nd—At 12:33 p. m we started from the pier. There was a great crowd to see us off, some crying and others waving us a goodbye, but we are satisfied that they were all wishing us a safe and happy voyage. We slowly dropped down the river and finally anchored off of Ambrose Channel which was about 2:30 P. M. All sorts of ships passed us, steamers, launches, fishing vessels, excursion boats, British tramp steamers and two U. S. cruisers. (We could not make out the names on them). All of these apparently to bid us goodbye by blowing of whistles and the raising and lowering of flags.

About 6:40 P. M. we drew anchor and started on our long journey across the sea. Everything was very quiet, and there were some worried expressions on board.

Monday, July 23rd—The night passed very quietly. About 6:00 A. M. we sighted some fishing vessels. We were then about 150 miles from New York. The morning also passed quietly. About 2:30 P. M. all of the officers of Companies A and B had side arm target practice, this off the rear of the ship and it was our first chance to try out our new 45 Automatic Colts and considering our first experience, I think we did very well. The balance of the afternoon was spent in laying around and getting acquainted with passengers and crew. In all we had about 850 souls on board, including 25 ladies and one girl of about 14. I understood that the majority of the ladies were nurses.

I spent the evening in playing 500 in the first class smoking room in company with officers of Companies A and B. We spent a very delightful evening. Retired at about 11:30.

Tuesday, July 24th—We sighted four vessels this a. m., one being a French freighter and another a tank vessel, which passed us on the starboard side about one mile away.

I failed to mention our armament on the St. Louis. This consisted of five

deck guns, four being 4-inch and one a 6-inch. In the afternoon between 1:00 and 2:00 o'clock we had target practice with the big guns, shooting at a target of about 8 by 10 feet in size which was especially built for this purpose. The target was thrown into the water and the ship circled around, giving each gun an opportunity to shoot. There were 16 shots fired in all, all of them making good hits with the exception of two, which was a remarkable showing, considering that the target was about 2,000 yards away. I don't think a sub. would have much chance with these guns. During a portion of the target practice I was eating my dinner and was surprised at the very noticeable reaction when the guns were fired. Enjoyed another evening playing 500 in the first class smoking room; everyone happy and sub. warfare being the main topic of discussion.

Wednesday, July 25th—The weather so far has been wonderful and the sea calm. We continue to sight vessels, but they are too far away to make out the names of them. About 11:00 a. m. we had a boat drill. At the sound of the whistles, one long and four short blasts, every passenger puts his life belt on and lines up on the deck at the different life boat stations, Company A men on the starboard side and Company B on the port side. The day passed very quietly.

Thursday, June 25th—The weather was rather misty in the morning, but cleared up in the afternoon. We are traveling due north and are south of the ice fields, which makes it rather cold. We will be in mid-ocean about 6:00 o'clock. Spent the day in loafing around.

Friday, July 27th—Everyone is on the lookout for subs., as we are nearing the worst part of the war zone. The officers of both companies had side arm practice today, shooting at targets of bottles, wood and paper thrown into the water. Spent the evening playing 500 in the first class smoking room.

Saturday, July 28th—The morning passed quietly. Passed several ships on the port side, bound west. Spent the afternoon in examining the men on the Book of Rules of Transportation Dept.

We expect to be in the worst part of the war zone tomorrow. Went to bed early.

Sunday, July 29th—Was awakened this morning by the firing of guns. Got up and found that we had been attacked by a German sub. The sub. was sighted at 7:06 a. m. by a gunner named Hicklin. It was located on the starboard side at the stern of the vessel and was about 6,000 yards away. He gave the alarm at once and started to fire the 6-inch gun. The sub. returned the fire with two large guns. Our sixth shot was reported to have hit the aft gun on the sub., as it did not return fire again. They had our range and were trying to hit our engine room. Several shots came very close to our vessel, one bursting over the ship and doing small damage. All of the time we were firing we kept on a full head of steam and were slowly getting out of their range and it was noticeable that their shots were dropping short. I should say that the engagement lasted about 45 minutes and during this time there were 39 shells fired, 32 from the 6-inch and 7 from the 4-inch guns. Immediately upon being under fire our ship sent out a call for help and at 10:25 we sighted a British torpedo boat destroyer 05 and ten minutes later another British destroyer 70. We passed the S. S. Baltic on the port side about 10:45 and another vessel on the starboard. We afterward learned that the same sub which engaged us made

an attack upon the Baltic but with the help of another ship which happened on the scene they were able to escape. The two British convoys stayed with us the entire day and no doubt will convoy us to Liverpool. The sun did not set tonight until about 8:30. About 11:00 o'clock we passed the light houses on the Island of Troy, which is just off the coast of Ireland.

Monday, July 30th—We turned into the North Channel about 1:00 o'clock this morning and picked up another convoy. Passed through St. George Channel about three o'clock and it was day-break about 3:30. One could plainly make out the coast of Ireland; the green fields were noticeable. We anchored in the harbor of Belfast about 5:00 o'clock. We are only about one-quarter of a mile from shore and can plainly see the houses. With the aid of glasses we can see the ship yards toward the west and can see the trains go by. We can also see the fortifications with the big 12-inch guns behind them. We stayed here all day at anchor.

Tuesday, July 31st—It is a wonderful sight to see the early morning sun on the green coast of Ireland. We drew up anchor at 12:53 p. m. and started for Liverpool, arriving without mishap about 11:00 o'clock, thus finishing our long voyage across the Atlantic ocean.

BELOW IS A FACSIMILE OF A RECEIPT FROM THE AMERICAN NATIONAL RED CROSS CHAPTER, DUBUQUE, IOWA, OF RETURNS FROM VEGETABLES SOLD FROM A GARDEN THAT WAS CULTIVATED BY THE LADY STENOGRAPHERS IN THE SUPERINTENDENT'S OFFICE AT DUBUQUE, IOWA.

The American National Red Cross

Dubuque
(NAME OF CHAPTER.)

Oct 25 1917

THE AMERICAN NATIONAL RED CROSS acknowledges, with thanks, the receipt

of Thirty-five and 5% Dollars

from Illinois Central War garden Fund.

for Proceeds from vegetables

James M. Burch Treasurer.

\$ 35.50 By Isabelle C. Faraggi.

Letter from Captain W. G. Arn, 13th Regiment Engineers, Railway

Somewhere in France, Oct. 8, 1917.

My Dear Mr. Blaess:

Have finally gotten started on a letter which I have contemplated writing to you ever since our arrival in England.

The trip across the Atlantic was very pleasant throughout, the ocean being very smooth and there being practically no seasickness among the men in the first contingent who came over on the Steamship St. Louis. The only event of special interest was the submarine attack on Sunday morning before our arrival, which got everybody out of bed who was not already up at 7:00 a. m. You no doubt have seen several accounts of this experience, so there is little to be added. Most everybody on the boat was quite cool, there being a few who got somewhat excited or flustrated, the worst case being that of my room stewards, who came to the door of Capt. Walsh's stateroom, which was located next to mine with a connecting door, and interrupted Capt. Walsh's shave by exclaiming that a German submarine was shelling us "and they never did that before." As we had been given orders to remain below, or if on deck to go below in case of a submarine attack, there was no need of being in a hurry or getting excited, so long as the signal to take to the life boats had not been sounded. Consequently, Capt. Walsh continued his shave and several of us who were not dressed continued leisurely at that occupation. In the case of one of our officers, who was somewhat excited, he began to pack what is classed as "A" equipment, this being the equipment supposed to be carried at all times, preparatory to entering life boats and urged that the officers occupying the room with him and the officers in the adjacent room, do likewise. The submarine was seen by only a small number of the passengers, who were lucky enough to be in a position to observe it. So far as could be ascertained, no damage was done to either ship, the nearest shells to our ship being one that burst above the vessel close enough that several pieces knocked the paint off the iron work and two or three other shells which struck in the water probably from 100 to 300 feet away. Some few hours after the attack we were joined by British torpedo boat destroyers, which remained with us during the balance of the trip and which were on their way to meet us at the time they received our wireless telling of the submarine attack. You may be sure that the sight of these vessels was indeed welcome to everybody aboard our ship, which had been making its maximum speed during the interval since the attack.

The following morning we awoke to find ourselves in a beautiful harbor of Ireland, where we were detained for a day and a half, but we were not allowed the pleasure or privilege of going ashore, much to the regret of especially Capt. Walsh and others of Irish descent, these, of course, being exceedingly anxious to set foot on Irish soil.

Later in the week we arrived at the port of debarkation and two hours after we started to disembark were aboard the train and on our way to the American camp in the southern part of England, where we arrived in a heavy downpour of rain, which lasted almost continuously for three days, but nevertheless we had quite an enjoyable sojourn. We remained in this camp for about three weeks, during which time practically everyone in the detachment had an opportunity to

visit London once or twice. Just before leaving England to cross the channel for France, we had the honor and pleasure of being taken to London for a parade, of which you have read in the American papers. Several other regiments, which were in the camp with us, took part in this parade, all of them being Railway Engineer regiments. Our whole regiment took part in this parade, as the second detachment had arrived a few days before it took place. We received Chicago papers which contained pictures of our regiment's flag, which pictures were taken during the London parade. It is probable that you saw this picture, which I think was in the *Chicago Herald*. The parade took us through most of the principal streets in London and past Buckingham Palace, in front of which the king and his mother stood and reviewed us as we passed by. The parade was divided into two periods, the interval between being taken in one of the pretty parks of London, where we were entertained with an outdoor lunch, which was especially enjoyed by everyone, as we had breakfasted in camp about 4:30 a. m., before starting. This parade was to us a very impressive occasion and one which we would have been indeed sorry to have missed. I did not have the least idea in the world that a London crowd of reserved, unresponsive English people could give such a nice and enthusiastic welcome as was given us, it being in that respect more on the order of what would have been expected under similar circumstances in the States or in France.

While we were in the English camp, one of the pleasantest occasions was a dance given by the Sergeants of one of the South African regiments, to which the Sergeants of our command were invited and to which the commissioned officers of the South African and our regiment were also invited. One of the South African Sergeants was very much of a clown and quite comical, and added considerably to the pleasure of the occasion by his funny stunts. During the evening, and before I had an opportunity to get away, a Major of that regiment who was the senior officer present, made a little speech welcoming us to the camp and then advised me, as the senior officer present from the American command, that I must also make a speech, which I endeavored to do, but that not being in my line, it was exceedingly brief and very unsatisfactory, from my point of view at least.

On our return to camp from London, pleased but very much tired out, we were greeted with the news that orders had been received to break camp at five o'clock the next morning, to proceed to our port of embarkation for France. This brings us up to what has, to the present time, been the most unpleasant feature of our army experience—that is, the night portion of the trip across the English Channel. As we did not cross at a narrow point and went on a rather slow boat, our trip consumed several hours of daylight on the day we started and practically all of that night. We were, of course, under a convoy and protection of quite a number of British naval vessels, but nevertheless everybody aboard the vessel was ordered to put on their life belt, immediately upon leaving port, and told to keep it on during the whole voyage. Although the trip was quite long for a passage across the channel, it was of such length that an attempt was not made to provide suitable sleeping quarters, as a consequence of which many of us got only a little sleep. The night being cold and raw, we were not able to sleep on deck.

The sight of land in a pretty harbor of France, the next morning, was about the most welcome sight we had yet seen. As we came from England, instead of direct, we disembarked in France in one of the ports used by the British instead of one of the ports at which most of the American troops have landed. Upon landing we were marched out to an English rest camp on the edge of the city, where we were given dinner and supper and an opportunity to sleep and rest until about nine thirty p. m., when we formed and marched to the station to take

the train which carried us to the interior of France. We traveled the balance of that night, all of the next day, and part of the next night before we arrived at our destination. The whole of the daylight portion of our trip was through a beautiful part of France and in fact everywhere we have been in France, the country has been beautiful except for the evidences of war which have been seen at some of the places.

The thing which I believe impresses me, and every other foreigner in France the most, is the remarkable fortitude and determination which the French show in conducting the war, and the wonderful cheerfulness found among most of the people. With the heavy losses which have been sustained by the French army, there are, of course, a large percentage of the families which have sustained losses. Except in Paris I have seen practically no able bodied men of military age who are not in uniform and everywhere you go practically all of the women are in mourning. This seems to be particularly the case in churches, where one sees only the black dresses of the bereaved, except for a few red cross nurses' costumes among the women, and only blue or brown uniforms among the men.

We were due to arrive at our first post in France about six p. m., but on account of delays on the railroad did not arrive until after eleven p. m. Notwithstanding all of this delay and the fact that lights were not allowed after dark, we were welcomed by a great many of the French people and by several of the French generals and other soldiers, and the soldiers' band welcomed us with "America." We had to march some distance through the silent streets to our quarters, but the streets were by no means deserted, as the news of our arrival had spread rapidly, and everywhere the people were out to get their first glimpse of American troops, the most of them getting out of bed to do so. In many cases the children, eager to welcome us, ran out and grasped the hands, legs and coats of the men as we passed. To add to the impressiveness of our welcome, we could hear in the distance the boom of the cannons on the battle line.

We remained several weeks at the point in France to which we were first sent, but have now been located for some time at what is supposed to be our permanent location. Here we are operating a district of standard gauge French military railroad, which is an important line of communication. I ordered sent to you a copy of the Paris edition of the *New York Herald*, which contained an account of our assignment and work. According to this article, we are the first of the American troops to be assigned to active duty on the French portion of the Allied line on the Western war front. Some of the other railroad regiments were on active duty a little bit earlier than we, but they are with the British troops on the British portion of the line, and one of these regiments has already had the misfortune to have two of its men wounded by a bursting shell, as you may have noticed from the first casualty list, which was published last week.

According to our American railroad organization, with the limited amount of road which we are operating, we have a considerable surplus of officers, but still we have not as many commissioned officers as had the French on this portion of the line. However, we have plenty of non-commissioned officers who will take the place of the French officers and can handle the work fully as satisfactorily, except for the handicap of being unfamiliar with the language. Soon after our arrival in France at least a portion of our officers and men started studying and practicing French methods of operation.

Up to a few days ago we had good weather most of the time, there being only short spells of rainy weather, but now it seems to be making up for the dry spell by giving us lots of rain. Last night was the coldest weather we have had and there was a light frost. The wet, cloudy, foggy weather we are now having is nothing like as unwelcome as it was in England, or as you might imagine it to be, because while it continues we are assured of a good night's sleep, which is

not the case in good weather, particularly during the light of the moon, as then every night one or more stations on our line is disturbed by German aeroplanes passing over them or dropping bombs. Some of the experiences undergone during the nights when there have been aeroplane raids, have been quite amusing, in spite of the seriousness of the situation, there usually being some amusing feature in connection with the rush to the bomb proof trenches.

Our small railroad is divided into three small divisions, on one of which Capt. Walsh is Superintendent and Lieut. Kern is Roadmaster, the other divisions being assigned to the captains of Companies B and C as superintendents, with roadmasters from Companies B and D. I have been selected as the Chief Engineer, the duties at present being practically maintenance, although it is understood we will have considerable construction in the near future.

There are a number of features in connection with the railroad which would be of special interest to you, but it would be making the letter entirely too long to mention them all. Among them, however, are the following:

Even on their sharpest curves it is seldom that they remove a rail on account of flange wear, the wear being so slight.

The longest life obtained from their ties is from the beechwood ties after they have been treated with copper sulphate or creosote. The French railroads have a great many of these ties which have been on the track in constant use for from 30 to 45 years. In one case I was able to get a dating nail from one of these ties which had been in use since 1871. The Beechwood in this country is coarser grained than in the States and seems to take treatment exceedingly well.

The French use both the double head and the "T" rail and a considerable amount of the rail in the line which we are operating is Maryland rail, 92 lb., made for the French government in 1916.

In all cases the base of the rail at switch points, even on high speed track, is cut away to let the switch point fit up against the main track and stock rail. This, of course, could not be done in the States on account of the heavy wheel load, or we would have wrecks continually, through broken rails. Here, however, the wheel loads are so light in proportion to the size of the rail, as compared with those in the States, that there is practically no danger in this respect.

Your letter in reply to mine from New York was received after a considerable length of time and was indeed most welcome. We were very much pleased to hear of the promotions on the Illinois Central and to get the circulars which you enclosed. Your promptness in sending them enabled me to be the first one of the command to get the news of the changes. I had intended before now to write a letter of congratulation to each of my friends among the newly promoted officers, but have not as yet found time to do so, and I will be pleased if you will convey to each of them, from Mr. Foley and Mr. Clift on down, my heartiest congratulations. We have received no notice nor heard of any appointment of an additional District Engineer. If one was appointed would be glad to know who it is.

While I have not up to the present time accomplished as much in this work as we had hoped to do when the regiment was forming, still, with the work and taking advantage of all possible opportunities to see points of interest, I have been too busy to study French anything like the amount which I had hoped to and have found practically no time for writing letters.

We are not now located at a point from which it is convenient to reach Paris, but I was able to run up there for a short visit from our first station, and found entirely too much there to be seen in the short time I was there, so am eagerly looking forward to additional trips which, of course, will be more enjoyed as we learn a little more French and are better able to make known our wants.

The trip across the channel gave me a bad cold; in fact, the doctor pronounced

it bronchitis and this practically laid me up for two weeks, a few days of which I was confined to my bed. I am now, however, entirely well and am glad to state that there has been no serious illness among the men off of the Illinois Central.

Will be glad if you will give my regards to Mr. and Mrs. Hull, also Mr. and Mrs. Archer, and tell them that I have not as yet been able to carry out my good intention, otherwise they would have heard from me oftener.

As all news from the States is especially welcome, I will be glad to hear from any of my friends and especially from you. Would also like to hear which of my friends on the I. C. have received commissions or have been taken by the draft.

Sincerely yours,

W. G. Arn.

While this letter is written in the first person, singular, much of it applies to Hays, who joins me in writing it. He is now my chief clerk as well as being Sergeant Major of the 1st Battalion, and wishes his regards expressed to all his friends in the office.

Please send me a copy of the latest I. C. folder, and of the official list for last May.

P. S.—Hon. Medill McCormick, M. C., from Chicago, was with us last night. He expects to be in Chicago about November 10.

Arrangement of Cars in Troop Trains

Washington, D. C., October 6, 1917

To the Railroads:

Bulletin No. 34, issued September 19, 1917, suggested that where troop trains contained both passenger and freight equipment, freight cars should be on the rear of the train.

The attention of the Executive Committee has been called to the fact that in a number of states legislation prohibits hauling freight cars on the rear of passenger cars.

To the extent that such state laws apply railroads are not expected to comply with the original suggestion.

Fairfax Harrison,
General Chairman

Pay of Soldiers

When the Kaiser offered a bonus of \$75 to the first German who captured an American soldier, he fixed a sum representing more than three years' pay of a private in the German army. For that reason Leslie's thinks there will be some smart competition among the boches to win the prize.

The Kaiser has reason to put this high price on the head of an American soldier, for next to Australia, the United States pays the best wage for the men who fight for her.

The American second-class soldier receives \$33 a month. The French soldier gets only \$1.50. A Russian private receives 32 cents. Austro-Hungarian

troops get 2½ cents a day. Great Britain pays her Tommies \$7.60 when they are at home and makes an extra allowance when they go abroad.

Italy is fairly generous to her soldiers, paying them \$5.83 a month. Spain gives hers \$4.42. But Germany starts hers with only \$1.65. The little Japs get along very well on \$8 a year, and the Turks—when they get it—earn \$11 a year.

The American soldiers, besides being nearly the best-paid, is the best fed and clothed soldier in the world and we hope to see it proved when he gets into action in France that he takes his hat off to no other in fighting ability.—*N. O. Daily States.*

UNITED STATES CIVIL-SERVICE EXAMINATIONS

**STENOGRAPHERS AND
TYPEWRITERS WANTED****MEN AND WOMEN**

The United States Government is in urgent need of thousands of typewriter operators and stenographers and typewriters. All who pass examinations for the departments and offices at Washington, D. C., are assured of certification for appointment. It is the manifest duty of citizens with this special knowledge to use it at this time where it will be of most value to the Government. Women especially are urged to undertake this office work. Those who have not the required training are encouraged to undergo instruction at once.

Examinations for the Departmental Service, for both men and women, are held every Tuesday, in 450 of the principal cities of the United States, and applications may be filed with the Commission at Washington, D. C., at any time.

The entrance salary ranges from \$1,000 to \$1,200 a year. Advancement of capable employees to higher salaries is reasonably rapid.

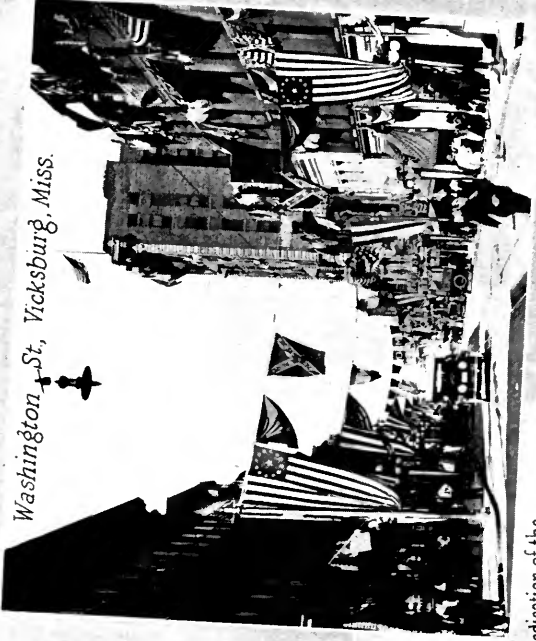
Applicants must have reached their eighteenth birthday on the date of the examination.

For full information in regard to the scope and character of the examination and for application blanks address the U. S. Civil Service Commission, Washington, D. C., or the Secretary of the U. S. Civil Service Board of Examiners at Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Atlanta, Ga.; Cincinnati, Ohio; Chicago, Ill.; St. Paul, Minn.; St. Louis, Mo.; New Orleans, La.; Seattle, Wash.; San Francisco, Cal.; Honolulu, Hawaii; or San Juan, Porto Rico.

JOHN A. McILHENNY,

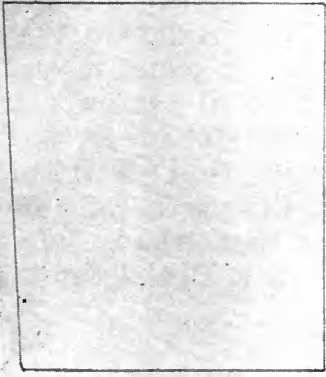
President, U. S. Civil Service Commission,
Washington, D. C.

A Portion of the Reunion Camp



Washington St., Vicksburg, Miss.

Dedication of the Missouri Monument



The Material Problem

By W. A. Summerhavs, Assistant Purchasing Agent, Illinois Central, Chicago, Ill.

IT has been stated that, because of this war, more than 30,000,000 men have left their ordinary vocations to take part in the fighting or in supplying their brothers on the firing line; they have left the arts of production to engage in the arts of destruction. Imagine the tremendous industrial gap which the United States is called upon to fill! With millions of tons of our produce going to the foreign fields and with our own government's tremendously increased requirements, the mills and factories are burdened with the heaviest business in their history. This they are handling, with labor daily becoming more scarce and raw materials more difficult to procure. The materials thus produced apply on orders taking precedence over those booked for domestic uses many months previously, and the resulting condition is a demand for iron and steel that has sent the prices skyward, while deliveries date from 6 to 18 months after placing orders.

Under these conditions the railroads are finding great difficulty, not only in maintaining their customary stocks of material, but in obtaining enough of the most necessary items to keep the road and equipment in safe operating condition. While deliveries have been greatly delayed, prices have steadily climbed. Track spikes that could be bought for \$3 a keg two years ago are now selling at \$8 a keg. During the same period track bolts have advanced from \$3.75 to \$11 a keg, angle bars from \$1.50 to \$3.25 a hundred weight, tie plates from \$36 to \$65 a ton, rail anchors from 16 cents to 31 cents each, steel rails from \$30 to \$40 a ton and other items proportionately. A very conservative estimate of the increases in prices of all items of material used in maintenance of way and structures places the figure at 30 per cent.

Just as it has become necessary for the

nation to register its available men and its manufacturing facilities, so must the railroads know exactly what material and men they have available at all times. We have in our store departments complete records of each item of material in stock at the storehouses in addition to the quantities which are due on unfilled orders. On most railroads, however, it is the practice to carry small emergency stocks of track materials at designated points along the line as well as regular working stocks at each section foreman's toolhouse. It is a quite general practice to charge such material to operating or other accounts as distributed from division or general storehouse, although a few railroads, realizing the amount of money involved in such stocks and the necessity of knowing at all times the actual assets in available material, have refrained from this practice and instead make no charge against the accounts for such material until it is actually reported used in the foremen's monthly material reports. In these times it becomes very necessary for each roadmaster and storekeeper to know exactly what is available at every point on the railroad. This is best accomplished by having for each division, whether in the office of division storekeeper or roadmaster, a complete tabulated list of every item of material on the division, showing its exact location. This statement should be kept up to date by adding thereto each shipment of material received from the storehouse or supply car and deducting therefrom each item of material reported as used by the foremen. When emergencies arise requiring the immediate use of materials which cannot be obtained readily through the customary sources, a record of this sort, showing the material on hand on the line of road is invaluable. The amount involved is no small matter, amounting to \$10,000

or more on any average operating division, and to \$20,000 or \$25,000 on the larger, busier railroads where rail, cross-tie and tie plate renewals are more frequent. It is well worth the time of a man with a motor car to go over the line frequently to check the stocks and verify the records.

It is a natural tendency in maintaining line stocks of material to keep on hand more than the working conditions on the division justify. A record such as above described will show at a glance just how long each item has been on hand and whether it should be transferred to some other point where needed. Every transfer thus made saves the purchase of new material and tends to conserve the resources of the country which are so badly overtaxed at present. No requisition should be passed to the purchasing agent until it has been carefully checked against the record of line stock as well as of storehouse stock and an effort made to supply the items needed from stock on hand.

Much of the material carried in line stock as a safeguard against possible emergencies remains on hand a long time before it is used. Unless given an occasional coating of heavy oil or thin paint the material soon becomes damaged by rust or action of elements until it is a little better than second-hand material. Such material stock should always be kept in first-class condition, and while the prices are so extremely high there is much greater necessity of watching this feature and protecting the material from exposure.

It is extremely important to watch constantly the uses to which materials are put. Every dollar wasted in material means the expenditure of \$1.50 or \$2 to purchase the same quantity in replacement and nothing should be discarded until it is actually worn out. Employees must be instructed over and over again to watch every day the use of material, making the articles already in service last still longer where this is possible to be done.

While the prices of new materials have advanced 30 per cent to 200 per cent, the

price of scrap has risen to even greater extent, and this has given rise on many railroads to a campaign toward cleaning up all scrap and putting it on the market. While it is desirable at all times to market all scrap as soon as it is available without permitting any accumulations, great care must be exercised to avoid selling as scrap a single item which can be put to further use. Even though the price of scrap is 300 or 400 per cent higher than at the start of the war, we must remember that the spread between scrap material and new material is much greater now than at that time. In other words, a ton of scrap track spikes sold in 1914 at \$9 could be replaced with a ton of new track spikes for \$30. The same transaction to-day would entail a difference between scrap and new of \$45 instead of \$21, and similar differences apply to all other iron and steel items.

Although all section foremen may be fully instructed relative to carefully inspecting scrap before loading for the market and holding out every usable article, it is a very human tendency to discard with the scrap all second-hand material of which the foreman has no immediate need. It, therefore, becomes necessary either to place with every scrap train a competent inspector who will pass upon all scrap which is being loaded and set aside and unload at the proper place on the division all material which is fit for further use or can be reworked, or where it is not feasible to have such a man accompany the scrap car, it is a very good policy to have the car set out at some point preferably the general scrap yard, and have the contents carefully assorted and inspected. In this manner a great many rails can be saved and used in side tracks and yards or shipped to frog works and used in the making of guard rails. Track spikes can be straightened, repointed if necessary, and issued for further use in side tracks and yards. Track bolts can be oiled, fitted with nuts and reissued for use. Rail anchors can be matched up, a jaw closed by a blow from a hammer if spread, and the anchor made equal to a new one. Tie plates, if buckled but

not too badly corroded, can be straightened and used in side tracks or other suitable places. Railroad crossings can be cut apart and certain parts, such as fillers, knees and bottom plates, held for use with new crossings ordered for the same location. There is no item or material more difficult to obtain in the present iron and steel market than rolled steel plates, and any action taken toward conserving the plates taken out with worn-out crossings and applying them under the new crossings ordered for the same point would be of decided benefit to the manufacturers engaged in furnishing plates for the government.

Where facilities are provided for reworking and assorting scrap at one point on a division or railroad system, a very decided saving can be effected by employing a blacksmith to rework certain materials. At very nominal cost a forge, anvil and set of blacksmith tools may be installed and if electric or steam power is available a small grinding wheel and drill press can be added. With this equipment one man with a helper can keep in repair all of the track tools, track drills and track jacks for an entire division and in addition can take from the scrap which is accumulated, the switch stand connecting rods, switch bridle rods and similar items, repairing them for further use. Where the bolt holes are worn they can be plugged and redrilled; the bridle rod lugs heated and straightened and the switch stand connecting rods upset on an anvil and the hole reamed out to proper dimensions. An outfit as above described would cost less than \$300 exclusive of buildings, and would make a net saving of \$150 to \$200 every month that it is in operation. With a small addition of wood-working tools and painting equipment all hand cars on the division could be shipped to the same point and kept in constant repair. It can easily be imagined how a shop of this kind could readily expand and take in all motor car repair work and on at least one railroad system the typewriter repairs for the entire system have been added to the work of the reclaiming department.

All roadmasters are familiar with conditions in the rolling mills, due to giving preference to the government's requirements for new rail, the result being a decided shortage in new rails on many railroads. This condition has strongly affected the supply of frogs, switches and guard rails owing to inability of the frog manufacturers to procure new rail. Every roadmaster can help this situation by making careful inspection of every piece of track material removed from track. Many spring frogs and bolted rigid frogs can be made fit for further use, when removed from track because of having only one part broken, by removing a similar part from another scrap frog and making repairs. A great deal of this kind of work is being accomplished on various railroads, some railroads going to the expense of fitting up small shops where second-hand rail can be planed and fitted to supply the needed parts in repairing frogs. Where a planer is installed for this purpose worn-out switch points can be cut off and planed to a shorter length for yard use. Short pieces of rail can be reclaimed from scrap and used in manufacturing guard rails. The Chicago, Milwaukee & St. Paul, the Delaware, Lackawanna & Western, and a few other railroads have gone into this feature of reclaiming to the extent of completely equipping frog and switch manufacturing plants where their entire requirements for frogs, switches and railroad crossings of rail construction are manufactured, new rail being employed only for material to be used where new rail is being laid. The cost records maintained at these plants show a handsome annual saving when comparing the cost of the plant output with the new value of similar items. In view of the wide spread between the cost of new material and the value of scrap material, the present is an exceptionally favorable time for installing a plant of this nature.

The great difference between prices of scrap and new materials have called the attention of railroad executives to the ease with which certain classes of scrap iron can be rolled into merchant

bar iron and several railroads have installed quite elaborate rolling mill plants for reworking the scrap which they accumulate. A plant of this kind would be especially valuable at this time, when, with the addition of a heading machine, the bar iron as received from the rolls could be cut into length and manufactured into track spikes and track bolts. Some railroads are meeting their entire requirements for track spikes and track bolts at their own rolling mills.

Discussion

William Shea (C. M. & St. P.) explained the process used on his road to collect scrap by operating a scrap car on the local freight once a month in addition to a general clean-up train once a year. Small scrap is loaded in open-top cars so that it is easily removed at the yard with a magnet, while frog and switch scrap is loaded in separate cars. He emphasized the importance of sorting scrap, stating that some railroads were losing money at the present time because the shortage of labor prevented them from doing this. In consequence the scrap was sold at lower rates than could be secured with proper classification.

Thomas Thompson (A. T. & S. F.) described the methods used at the Corwith scrap plant of the Santa Fe in handling scrap. On this road the sorting is all done at the central plant. An important matter for the roadmaster to watch is to see that the foremen are thoroughly interested in the work.

P. J. McAndrews (C. & N. W.) described in detail the methods used on his

road in reclaiming worn frogs on side tracks and in yards by welding with a torch of the oxygen-acetylene type. The North Western now has 50 of these welding outfits and plans to provide each roadmaster with at least one of them. He said the process has not yet been used on main tracks, but that he believed it would be practicable. He had repaired a main-track crossing at a cost of \$25 which it would have been necessary to replace with a new one within sixty days if the repairs had not been made. On ladder tracks in yards it is not economical to do the work in place, owing to the interruptions caused by switching movements. For such work a spare frog is supplied and each frog is taken out in turn. The cutting of rails has also been done successfully. For main-track standards it is necessary to use a device to hold the torch perfectly steady to get a square cut, but for side-track work, a man can do the work sufficiently well with little trouble. In this class of work in one case 9 cuts were made in 100-lb. rails and 18 holes were drilled for bolts at a cost of \$3.40 for the material and labor. In his opinion, holes can be made in this manner with sufficient accuracy. The torch has also been used to cut off bolts when renewing angle bars.

The company furnishing the torches supplies an instructor to teach the application of the process, and it has been his practice to select bright section laborers to be trained for this work. Two men are required, one to do the work and the other to serve as a lookout for trains.

A Veteran Attending the Vicksburg Reunion Compliments The Illinois Central Service

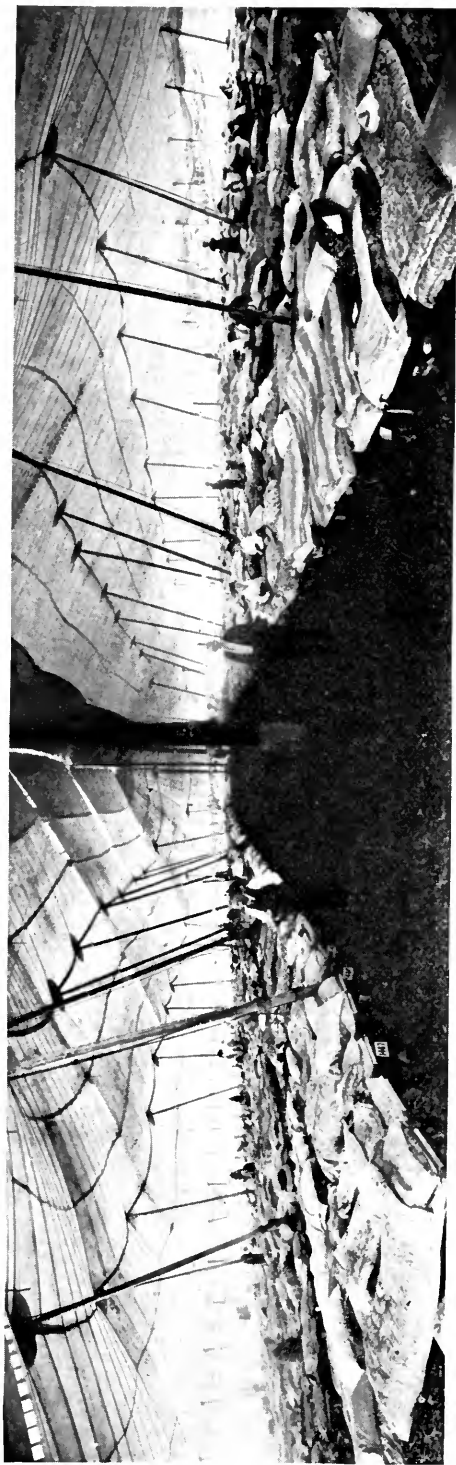
M. Dorsey, Agent, Illinois Central Railroad. Mattoon, Ill., Oct. 20, 1917.

Dear Sir:

Having just returned from the Vicksburg National Reunion and Peace Jubilee at Vicksburg, Miss., I wish to say that myself and other old veterans that were routed via the I. C. R. R. the entire distance from Mattoon wish to express our sincere thanks to the management of the I. C. System for the kind and courteous treatment we received at the hands of the entire train crews of the round trip on the above mentioned occasion and shall always hold the old I. C. in grateful remembrance for all courtesies extended. Very gratefully yours,

Geo. H. Russell,

Late Private Co. A, Fifth Illinois Cavalry.



SCENES AT THE VICKSBURG RE-UNION.



Recently Discovered Importance of the All-round Civil Engineer in Industrial and Military Operations

By L. O. Sloggett, Assistant Engineer, Valuation Department

It is nothing new to say that humanity is today passing through a crucible. It is to be hoped that this crucible will cast out the dross of human greed, materialistic self-seeking and self-aggrandizement, which are responsible for the erroneous forms of government not fundamentally "of the people, by the people and for the people."

The civil engineer plays no mean part on this field of Armageddon. So important has the work of engineering become to all military operations that editors have frequently recognized the fact, and made the statement that this is an engineer's war. In fact, the frightful efficiency of the German military machine during the first onslaught in Belgium is admitted to be due to the fact that the army contained one man rated as an engineer to every four men rated otherwise. In other words, 20 per cent of its army were engineers, not, of course, all engineers of one special type, but all-round civil engineers, some with full college courses to back their practical experience, others with less of technical education, perhaps, and more of merely practical experience, and still others with only practical experience.

It is now well known that the Germans failed, not because of the inaccuracy of their engineers' calculations, but because they had not yet learned by practical experience that their great, new, and untried siege guns could so readily reduce such fortifica-

tions as Liege and Namur, considered impregnable by other engineers who also lacked confirmatory statistics. This is again an illustration of the fact that the engineers' calculations were so far in advance of the age that there were no statistics at hand from which to work out a practical checking. Had the Germans known the actual power of these guns, they would undoubtedly have struck the fortifications at Verdun without delay instead of trying to reach the unfortified Franco-Belgian frontier. What the result of such an attack would have been can be only conjectured.

Another source of failure on the part of the Germans lay in their failure to properly appreciate the value of aeroplanes in war as compared to the value of zeppelins. Had Germany foreseen this fact and set her engineers to work with the same degree of pre-war preparation that characterized her other military schemes, her engineers would undoubtedly have developed a motor and her shops would have built a fleet of aeroplanes that would have won the war at one blow. Here, again, the value of the engineer is recognized, but recognized too late.

The definition of "civil engineer" will be given elsewhere in this article to show that the work referred to lies within the scope of the subject herein treated.

The aeroplane is a type of liberty—of swiftness, freedom, courage, fearlessness and progress; therefore, it is

worth study. It might be said, in passing, that the zeppelin is a type of inflated and terrifying bigness, unwieldy and unprogressive.

Regarding the importance of motor development, the following new item is quoted in part from the *Christian Science Monitor*, of September 13, 1917:

"Secretary Baker announces that a standard motor for battleplanes has been designed, constructed and tested by the War Department, and the results warrant the statement that in power, speed, service, ability and minimum weight, the new engine invites comparison with the best the European war has produced. The secretary said:

"I regard the invention and rapid development of this engine as one of the really big accomplishments of the United States since its entry into the war. The engine was brought about through the co-operation of more than a score of engineers, who pooled their skill and trade secrets in the war emergency, working with the encouragement of the Aircraft Production Board, the War Department, and, the Bureau of Standards. The story of the production of this engine is a remarkable one. Probably the war has produced no greater single achievement

"One of the first problems which confronted the War Department and the Aircraft Production Board after the declaration of hostilities, was to produce quickly a dependable aviation motor. Two courses were open, one was to encourage manufacturers to develop their own types; the other, to bring the best of all types together and develop a standard.

"The necessity for speed and quantity production resulted in a choice of the latter course, and a standard motor became our engineering objective.

"Two of the best engineers in the country, who had never before seen each other, were brought together at Washington, and the problem of pro-

ducing an all-American engine at the earliest possible moment was presented to them. Their first conference, on June 3, lasted from afternoon until 2:30 o'clock in the morning.

"These two engineers were figuratively locked in a room in a Washington hotel and charged with the development of an aeroplane motor for use by American aviators over the battle fields of Europe. For five days neither man left the suite of rooms engaged for them. Consulting engineers and draftsmen from various sections of the country were brought to Washington to assist them. The work in the drafting room proceeded continuously day and night. Each of the two engineers in immediate charge of motor development alternately worked twenty-hour shifts. They promised the government, if given an opportunity, they would design a satisfactory engine before a working model could be brought from Europe. Twenty-eight days after the drawings were started the new engine was set up.

"With the need for speed as an incentive, tools for building the first engine were made even before the drawings were finished, on the assumption that they would be correct. Not only did this country furnish ideas through celebrated consulting engineers, but the representatives in the United States, of England, France and Italy co-operated. Thirty days after the assembling of the first engine preliminary tests justified the government in formally accepting the engine as the best air craft engine produced in any country."

There are other phases of war craft aviation that will require the most alert attention of the engineers, because war brings rapid development of all ideas. Today it seems to be a contest as to which engineer or body of engineers will be able to produce a machine that can fly highest. The cold has to be met by electrically warmed clothes, and the oil for machine guns kept warm in the same way; oxygen

tanks supply the lack of atmospheric air, and so on endlessly.

The term "engineering" is defined by Webster's International Dictionary as follows:

"In its modern and extended sense, the art and science by which the mechanical properties of matter are made useful to man in structures and machines. In a comprehensive sense engineering includes architecture as a mechanical art, in distinction from architecture as a fine art. It was formerly divided into military engineering which is the art of designing and constructing offensive and defensive works, and civil engineering, in a broad sense, as relating to other kinds of public works, machinery, etc."

It will be noticed that engineering work was divided as to "military" and "civil," the civil being simply that which pertained to civil life and not to military operations. It also embraced machinery as well as roads, aqueducts or bridges, etc. It is also plain that the work of the civil engineer is now merged with that of the military engineer through the operation of the selective draft or the officers' training camps.

It should be indisputably clear that the engineers' maps and instruments alone can make possible the barrage fire as well as the handling of myriads of troop units without confusion.

Modern warfare has made necessary the moving and building of railroads, with necessary appurtenant structures, on a scale and at a speed hitherto undreamed of, and to keep up this essential work railway engineer corps have been required to such a degree that the civilian engineer forces of railroads in the United States have been much depleted even in the preliminary stages of our share of the great conflict.

Scarcity brings appreciation, as witness, wheat, corn, iron, rubber, nickel, silver, etc. Thus it falls out that the civil engineer comes in for a share of appreciation. Ten, fifteen and twenty years ago, graduate engineers

were so plentiful, particularly in the West, that there was a great scramble to find sufficient work to do. The writer particularly remembers the discouraging remarks of a traveler from the West at that time, to the effect that civil engineers were more common in the West than laborers, and were universally out of work and hunting a job or doing any sort of work not of an engineering nature in order to keep from starving.

It is to be lamented that this condition of affairs was reflected on most of the railroads of the country, the railroads being employers in very large numbers of civil engineers. The civil engineer was necessarily placed in charge of such addition and betterment work as showed in the beginning only an outlay of money, the profits to accrue therefrom being collected at a later date, when the engineer-builder was elsewhere on other building work and, there, outlaying more money. Thus the engineer came to be looked upon as a spender of profits instead of a collector of revenues, and for this received, sometimes, scant courtesy at the hands of a corporation which failed through its shortsightedness to see far enough into the future to discern the far reaching results of the well laid plans of its engineers.

Scarcity brings appreciation and sometimes dismay. Many schools of engineering bewail the fact that their classes have shrunk to nothing because the students have gone to war. It has been recommended that engineering course students be exempted from military service until graduation in order that the supply of engineers may be increased for future needs. Recent reports show that Yale University's normal attendance of 3,300 is expected to decline this year to 2,000 or less, while Harvard this year has 3,500 students as compared to 5,000 or more normally. Columbia and others report similar decreases.

The following is part of an editorial published in the Chicago Tribune of August 2, 1917:

"Hardly more than half the usual number of young Americans are now enrolled as students of engineering, whereas there should be twice the usual number, for the larger part of the civilized world will have to be reconstructed after the war. Industrial plants, bridges, railroads are going to rack and ruin, even when they escape destruction. War overworks them and prevents repair. If the war lasts two years, even America will have felt the strain. The demand for engineers will greatly exceed the supply.

"We shall be unable to import them. When war broke out practically all the engineering schools abroad shut down, and engineers in Europe have since been slaughtered wholesale. Instead of our relying on Europe, Europe hopes to rely on us. As things look at present it is a forlorn hope."

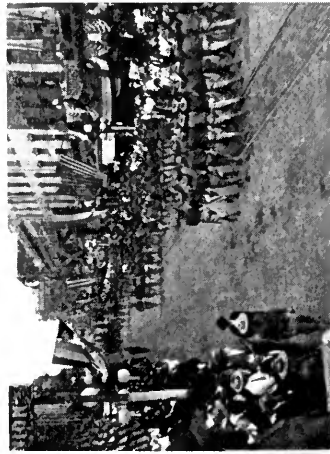
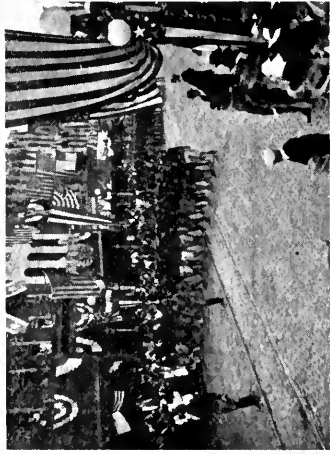
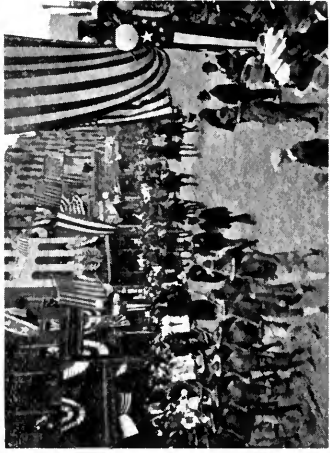
The writer, having had much experience with boys doing engineering work while lacking the education to be obtained at college, is more optimistic than the Tribune. In 1871, John C. Trautwine, a recognized authority, said: "Comparatively few engineers are good mathematicians, and, in the writer's opinion, it is fortunate that such is the case, for nature rarely combines high mathematical talent with that practical tact and observation of outward things, so essential to a successful engineer. . . . Nearly all the scientific principles which constitute the foundation of civil engineering are susceptible of complete and satisfactory explanation to any person who really passes only so much elementary knowledge of arithmetic and natural philosophy as is supposed to be taught to boys of twelve or fourteen in our public schools."

The men needed for the rebuilding of

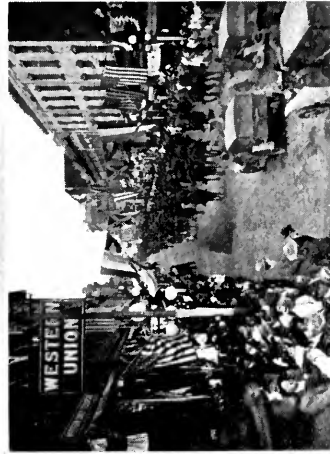
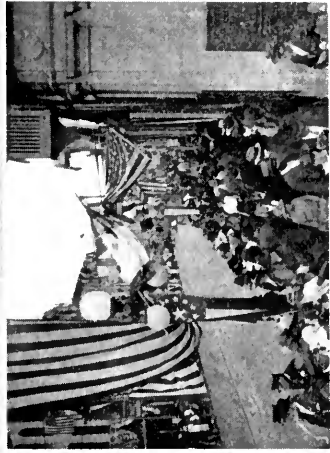
Europe and the development of Asia after the war will rise from the ranks of private soldiers in sufficient numbers to do the world's work. Their experience on a modern battlefield, coupled with the knowledge of elementary mathematics almost universally possessed by Americans of the draft age, and such knowledge of trigonometry not hard to acquire in a day by one reasonably quick at figures, together with an easily acquired familiarity with the rather simple surveying instruments, will fit them for the major share of the tremendous task at hand.

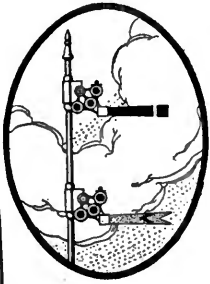
Nevertheless, it would probably be as well if the schools at home kept earnestly at work making ready as many men as can be found having a predilection for surveying and construction work so that the necessary forces may be on hand in our own country to take care of the many and varied phases of work classed under "engineering," as it is highly probable that work in foreign fields will prove more profitable and therefore more attractive to the engineer who has spent some time in the army and become used to saddle and blanket. He will be somewhat reconciled to the giving up of modern home comforts, and not so averse to the "roughing it" that will attend the development of such lands as vast Siberia.

Already it is announced that the Secretary of War will soon call for 50,000 industrial workers to carry on reconstruction work in France and Belgium, this to be only the first division of a force that it is estimated will be brought up to 500,000 as soon as practicable. It will be composed of engineers, road builders, railroad builders, town builders, and men skilled in every branch of industry. Lumbering and railroad units are already there. Also the American civil engineer is there and doing his bit.

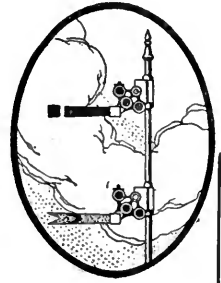


Parade during the Reunion, Vicksburg, Mississippi





SAFETY FIRST



Safetygrams

A safe man does not believe in luck.

When you have finished a repair job, look it over carefully and be sure you are leaving the conditions safe.

Never take chances with your own or others' safety for the sake of saving a little time or exertion.

If some part of your working equipment is out of order, don't wait until "something happens" and injures you, have it repaired immediately.

It's just as unlucky to walk in front of a swiftly approaching train as it is to walk under a ladder. In either case you can control your luck by not doing it.

Don't fool with a fellow workman or distract his attention when he is working on a dangerous job. If you do, you may be responsible for a serious injury.

The prevention of accidents is the first duty of every employe. Better a thousand people a minute late than a single one of them injured.

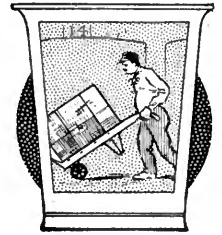
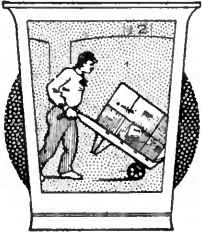
Employes whose duties do not require them to handle electrical equipment and lines should keep away from such equipment and lines.

Cultivate the habit of being cautious; heed warning signs and signals and always warn others when seen in dangerous places.

Bureau of Safety, Chicago

FREIGHT TRAFFIC

DEPARTMENT



Some Facts About Southern Illinois

By F. H. Law, General Freight Agent, St. Louis, Mo.

FOR years the southern part of the State of Illinois was considered by many as comparatively unimportant, and a section in which the rest of the state took no especial pride. It was referred to as "Egypt," the term being applied in a somewhat disparaging way.

In late years, this feeling has, properly, largely if not entirely disappeared. While the broad fields of corn and other grain are not as much in evidence here as in the central and northern parts of the state, and while manufacturing is not, as yet, as highly developed as in other sections, still there are many things of interest and worth in southern Illinois, and the object of this article is to mention some of them in a brief and general way.

Coal is entitled to first mention among the products of this section because of its abundance and importance. It will be dealt with briefly because the coal fields of southern Illinois are already so well known. Suffice it to say that they constitute one of the most important sources of supply in the country, and that within its borders are found almost all grades of bituminous coal, which are distributed widely throughout the middle states.

Limestone is found in abundance. At Stolle and Anna are large quarries equipped with machinery for the production of macadam, and one will be

opened at Golconda in the near future.

Clay and shale, suitable for the manufacture of brick, is available. Several large building brick plants are located at Belleville and at Murphysboro there is a large plant which produces paving and fire brick.

Deposits of limestone and shale, which will produce a high grade of Portland cement have been found, and at Golconda a cement plant is now under construction.

Sand is obtained in abundance from the Mississippi and Ohio Rivers.

It is interesting to note that all the materials necessary for paving and hard roads are found in southern Illinois. Whether because of this, or for some other reason, all of the important cities and towns in this section are well paved, and, in the last two or three years, many miles of hard road have been built, and many more are projected.

Clays of various kinds are mined, prepared, and shipped north and east, where they are used in various manufacturing processes.

Large deposits of silica have been found. It, after being ground, is used in various ways, principally in the manufacture of paint. A new mill, of large capacity, for the grinding of silica is now being constructed at Murphysboro.

I have referred to these specific cases of construction of new plants, not because they are the only manufacturing plants under construction, but because they indicate the development of the mineral resources of this part of the state. It would appear that southern Illinois now, as it never has before, appreciates the value of these deposits, and is preparing to realize on them.

There are large deposits of fluor spar in Pope and Hardin Counties, along the Ohio River. Two companies conduct large mining operations here and furnish the bulk of this important product used in the country.

As fluor spar is peculiar to this section, some detail as to its production and transportation may be interesting.

The formation of the fluor spar deposits is interesting to the layman. The ore is deposited in the form of fissure veins, that is, the veins are perpendicular, or nearly so, in the ground, beginning near the surface and extending downward. It might be said that they stand on edge. They vary in width from a few inches to as high as twenty feet. In mining, the shaft is sunk through the vein, and laterals are run from this shaft along the vein. These laterals are strongly braced and a platform or roof is supported against the upper wall or ceiling. Suitable openings are provided in this platform through which the miners can reach the ore above. This ore is blasted loose and allowed to rest on the platform. The overplus—about 30 per cent—is drawn off through the platform into the lateral as the mining proceeds. The rest of the ore is allowed to remain and forms a support for the miners as they work upward through the vein. When all of the vein that it is practicable to remove is blasted loose, the broken ore is taken through the roof into the lateral and hoisted to the surface.

Although the fluor spar is sometimes taken from the vein in a pure state, it is usually found combined with other substances, principally limestone and lead. A mill is necessary to separate

the spar from the other substances. It is first washed and sorted into grades. All except the pure spar is then crushed and passed over water jigs, which separate the foreign matter from the spar. The lead, of course, constitutes a very valuable by-product, but it is not found in sufficient quantities to justify mining for it alone. The highest grade of spar is ground into powder and used for the manufacture of chemicals and in other processes. Most of it is used as a flux in the manufacture of steel.

The two large mines are not reached by rail. They are located near the bank of the Ohio River. The Fairview Fluor Spar & Lead Co., ship their product by track barge. Empty cars are taken to the mine on the barge, and when loaded, are taken to the Illinois Central incline at Golconda, a distance of twelve miles.

The Rosi Clair Lead & Fluor Spar Mines ship their product in bulk on barges. The spar is handled by electric tram to the river bank and loaded on the barges. It is then towed, either down the river to Golconda, or up the river to Shawneetown. The bulk of the product of this mine goes to market via Shawneetown.

There are other fluor spar deposits in these counties, several miles from the river, on which there has been considerable mining development, but the production is not as great as it would be if better transportation facilities were available.

Thus far this article has dealt altogether with mineral deposits, but it should not be assumed that there is no agricultural development in southern Illinois.

Corn and oats are raised in some quantity throughout the section.

Hav, of an excellent quality, and in considerable quantities, is produced, particularly along the Eldorado District.

Wheat, in considerable quantities, and of an excellent quality, is raised in southern Illinois. Because of this, the whole section is dotted with flour mills of various capacities. There are

many good shipping mills located on our line, principally between East St. Louis and Carbondale, varying in capacity from one hundred to six hundred barrels per day. These mills grind not only the local wheat, but when that is exhausted, draw wheat from the larger producing fields. The product is shipped principally to the Mississippi Valley and the Southeast.

Southern Illinois is quite famous for its production of fruit and vegetables. Vegetables and small fruit are now produced on our line, principally between Carbondale and Mounds, but there is an increasing production of strawberries on the Carbondale District in the vicinity of Metropolis and Brookport.

Peaches, pears and apples of good quality are produced all along our line between Mounds and Centralia. In the vicinity of Zeigler, are the famous Leiter orchards. They are cared for in the most scientific manner, and are very productive.

The production of alfalfa is increasing. It is being raised with special success in the drainage district near Cairo, and along our Murphysboro District as far north as McClure and Reynolds-ville.

The dairying industry is assuming prominence in this section of the state. It has been given a great impetus by the distribution by the Illinois Central Railroad, free of charge, of thoroughbred bulls. This has encouraged the farmers to import many head of high grade cattle and the dairying industry is bound to develop as a result.

It is not the object of this article to deal with every resource, but I think it is evident, from what has been said of some of the important ones, that this section of the state has been and is now producing very important traffic for the Illinois Central Railroad and that the outlook for the future is very encouraging.

AN ACKNOWLEDGMENT OF COURTESIES EXTENDED BY CONDUCTOR MALLON TO A PASSENGER

Galesburg, Illinois,
October 2, 1917.

Mr. J. P. Mallon,
6606 Greenwood St.,
Chicago, Ill.

Dear Sir:

On July 15, 1917, I rode with you on your train from Mattoon, Illinois, to Chicago, Illinois. I asked you for your name and address and I told you at that time how much I appreciated your kindness to me. It was my intention when I left you at the station in Chicago to write you at some future time and tell you how much I appreciated your kindness.

You will remember that no berth could be had in the sleeping car and I was not able to sit up in the coach to Chicago. You did what you could to make it comfortable for me to lie down and showed me such kindness on the entire trip that I could not help being impressed with your good nature and your great heartedness.

When I arrived in Chicago I went to Augustana Hospital. I was operated upon the next day, July 16. One week from that day I was operated upon again for enlarged prostate. I went home to Galesburg the latter part of August and have been slowly gaining strength until now I am beginning to feel quite like myself again.

Tomorrow I leave home again for Mattoon. I am one of the Trustees of the Old Folks' Home at Mattoon. We meet once a month. It was at one of these meetings that I took sick. This will be the first meeting that I have attended since the time I rode on your train.

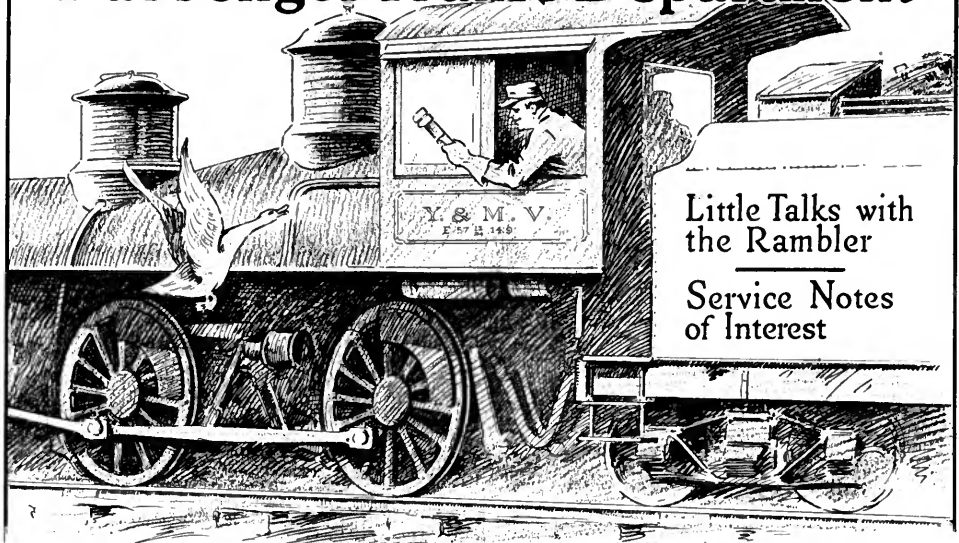
I will be glad at any time to do you any favor and I will be very glad to let the officials of your road know how I feel towards you for your courtesy to me, if you think that it will be a wise thing for me to do. I believe that it does a man no harm for the company which employs him to know how the public and their patrons feel towards him with reference to his services which he is rendering to the company which employs him.

If you think I can do you any good you have only to say so and I will be very glad to do anything that will be of service to you.

Very respectfully yours,

CHARLES S. HARRIS

Passenger Traffic Department



Don't be a Goose

IT WAS a raw blustering day and the rain, coming down in torrents, was driven slantwise onto the pavement of the Avenue with such force as to be carried by the wind along its smooth surface in a scurrying mist. Pedestrians had a hard time at the crossing to keep on their feet, and those who had the hardihood to attempt to carry an open umbrella on emerging from the side street were forced to very quickly close it or see it turned inside out. Among those not realizing the force of the wind and of the beating rain on reaching the Avenue, and who kept their umbrellas up in starting to cross, were two ladies; one apparently of middle age and stout, the other a young lady of decidedly slight physique. These two, immediately upon leaving the sidewalk were buffeted and twirled about by the wind so that they had difficulty in finally reaching the anchorage half way across. By that time however, the elder had succeeded in closing her umbrella, but that of the young lady had turned inside out

and she with difficulty was holding onto it with her back braced to the wind. Notwithstanding the last she was gradually being drawn a step at a time away from the anchorage, in consequence of which she was beginning to get excited and to utter involuntary exclamations of fright. "Don't be a goose!" said the elder woman at her outcries, "Keep calm," and with one arm encircling the lamp post marking the anchorage, to prevent herself from being blown along, she reached out and took hold of her friend's umbrella handle, saying "Let's go." The crossing policeman, who hitherto had been busy with a passing automobile, started to the rescue, but before reaching the ladies a sudden gust wrenched the umbrella from the hand of whichever one of the two it happened to be in for the moment, and its owner slipped and fell on the pavement. The young lady was not hurt, but now thoroughly frightened gave way to a mild form of hysteria in the way of exclamations and frantic appeals to be helped

up. Her friend and the policeman readily got her on her feet again, the former trying to allay her excitement by saying good humoredly, but somewhat forcefully, "for goodness sake, Nell, don't be such a goose. Stop that chatter, you're not hurt, and a little wetting will not harm you."

At the time this was occurring at the anchorage, Slim happened to be crossing the Avenue in the same direction as the ladies and immediately behind them. Having no umbrella and being firm on his feet, he was having no more difficulty in making the crossing than was called for by some extra exertion and a close noting of the wind blasts, he stopping occasionally and bending before the latter until some sudden gust had passed. He was, however, drenched and hence naturally was attempting to make his way as quickly as possible. So when the ladies attempted to stop at the anchorage he intended to pass on by going to the leeward of them. In doing so he reached the line of the escaped umbrella at just about the moment it had been released, with the result that it came scudding in his direction. Fortunately, he had momentarily stopped to brace for the gust that brought the umbrella to him, hence he reached down and picked it up as it was passing, and in an instant's subsiding of the wind he succeeded by a dexterous turn in closing it. He then returned it to its owner, after which he gallantly relieved the policeman, who was having a busy time in all directions, by escorting the ladies to the opposite curb; after which he got up into the office as quickly as possible and took his stand by the radiator to dry out.

As he was doing so the Rambler came in and naturally commented on Slim's condition, whereupon Slim told him of the adventure of the crossing, ending with the laughing remark that *the* one thing that had made an impression on him after it was all over was the woman's remark to her companion, "Don't be a goose." "By the way," he continued somewhat seriously, "just why that expression, what is it to be a

goose?" "Well," said the Rambler, "perhaps in your condition it would not be generous to make a personal application, but just think it over and see if you have not sometimes been 'a goose.'" "There you are," was the reply, "ducking (no intention of mixing the birds) my question, which shows me that you yourself probably do not know how to give a specific definition any more than I do. Of course I know it is a common expression, synonymous with foolish, but are geese foolish? I was at a goose farm a couple of weeks ago, down in the state, where I saw about eighteen or twenty thousand of them, and they seem to me to be rather a clever kind of bird. At any rate, I was told they would mate if given an opportunity, and that when mated they were mighty loving." "Ho, ho!" laughed the Rambler, who had seated himself at Slim's desk and was hunting for a match in his vest pocket with which to light a cigar. "I know why that fact came uppermost in your mind. Can't you forget that sweetheart of yours even in business hours?" and he nodded significantly at the telephone as he finished lighting his cigar. "Wonder what she'll say to your having rescued that umbrella?" "She'll say I am a hero, of course," said Slim, unabashed at this unexpected thrust, "and as you say 'everything helps,' it may not be a bad topic of conversation some time." "Thereby illustrating," was the repartee, "when there may be a time where 'don't be a goose,' will come in. However, I suppose it is all right, as I understand you are going to marry the girl as soon as you can make us believe you are worth more salary. But let me tell you a story of an actual occurrence that may perhaps answer your question."

"One of our Valley trains makes a certain junction point regularly every day at a time necessitating a little layover, during which interval, at the time of the occurrence I will tell you of, the engine crew used to eat their lunch. One day as they were doing so, a goose and a gander wandered near the engine and were rewarded therefor by being thrown some scraps from the dinner pails. A

few days afterward the birds appeared again and were likewise treated. The visit was further renewed so that in a short time they seemed by some instinct to have learned the exact time of that train's daily arrival, and to know that they would be fed, for they were always on hand when it came in. The engineer and fireman in turn looked forward to their visit with much pleasure and got into the habit of saving for them something more than their scraps. This went on for many months until, unfortunately one day the goose, in undue haste, got under the wheels of the engine and was killed before the train could be stopped. Now here is the funny part of it," the Rambler said as he pointed his finger at Slim in the way of emphasis, "the gander that was left was down to that train just as before for many months afterwards, except that on each visit he tried to fight the engine, it clearly coming for that express purpose. Now, there you have it, and from it you can take your choice in settling in mind your question. The birds were wise in their knowledge of the time of the arrival of that train, and in the kind of welcome that would be given them, and foolish, or became 'a goose,' in the supposition that an engine could be fought. See?" he laughingly concluded. "No, I don't" came quickly back from Slim in the same laughing humor, "that bird was not 'a goose,' it was a gander." "All right, that's fifty-fifty," agreed the Rambler, "but to be serious, how are you getting along with that supposed grouchy agent that I helped you out on a little while ago?" "Finely," was the response, "only I went you one better and have refrained from doing one thing with him that you knew nothing about, or else you would have set me right in the matter with a word. That is, in trying to get at a diplomatic way in which to work on his humorous side, I unconsciously learned to let him alone when he was busy, and to await the psychological moment before approaching him. The result is that I don't have to tell him half as many stories as I thought would be necessary to get a cordial reception. In

fact, while he still likes a good story, I don't necessarily have to tell him any at all; for I've learned that not only with him, but with everybody else, the value of a story is its fitting into the time and occasion. That lesson was not so very hard to learn though, when it dawned on me to use good judgment, even in story telling."

"But what do you suppose," he said hastily turning the subject, "was the hardest thing I had to learn when I first went on the road?" The Rambler shook his head, indicating that he could never guess, but looked nevertheless interested as Slim explained in the single word "waiting" what his difficulty had been. Slim then elaborated, saying, "you know of course before going out I was forever on the jump at my work in the general office. There was always something to do and there was never a chance to sit back and wonder what you would do next. When I got on the road, however, I found it at first so different that times used to frequently come when I didn't know what to do. Of course you understand that I was naturally ambitious to make as many towns per day as was possible, and while I still have the same feeling in that regard. I probably at first overdid the matter at the expense of the best ultimate results. But as you know, outside of regions closely connected by interurban electric service, one is dependent, in moving along from one town to another on the way the trains run, hence I would frequently find myself in a place with the business for which I went there finished some hours before I could get a train that would take me out. Then it was that I often was miserable for the want of knowing what to do with myself. I even felt guilty about it, as though I was not working as hard as I should. It really troubled me. If it was a local station I was at I made my headquarters with our agent, and was in and out of his office, although trying not to bother him when he was busy. As he was generally busy most of the time, that didn't help such a whole lot. I did, however, learn quite a little by watching him at his

work. At a foreign station I did more or less of the same thing wherever practical, but naturally to a lesser degree, for I neither wanted to wear out my welcome or interfere with those busy men's daily routine any more than was necessary. No," he added reflectively, "I never made that mistake with a foreign agent, not even with my old thought-to-be grouchy friend that you started me out right with. My mistake with him was in sometimes breaking in on him at the wrong time and in being too persistent. However, in that uneasy period I made trains at all hours of the night to keep moving, but still that unoccupied time intruded itself on my conscience. "Keep that conscience from getting its edges blunted as long as you can, Slim," interrupted the Rambler with a quizzical look and the suspicion of a smile in his countenance. "Yes, sir," responded Slim with mock meekness; "but you see I was not used to idle time on my hands and possibly it was fear rather than conscience that worried me." "However did you get over it?" asked the Rambler in an interested tone, "why didn't you tell me about that trouble?" "I didn't want to keep running to you all the time on matters that I felt were really up to me to solve. But I did go to one of our old experienced men in the outside business and told him about it." "Who," the Rambler quickly inquired, and on being told, added, "and he told you a plenty, I'll warrant." "Well, yes," was the laughing response, 'but I'll bet you are fooled as to the first precept he laid down by indirect narration. Of course, I understood, in a broad way, that what he said was a fact and had gone on the road with no misconception in the matter. But he put it in such a picturesque way that I will never forget his exact words, which were these: 'In ye olden times a T. P. A., was expected to be a man made up of hollow legs and elastic stomach to hold all the booze necessary to success, and carry a lot of false literature about his line; confining all his visits to the brass rails in front of a counter illuminated with cut glass and

mirrors reflecting the red noses and dishevelled clothing of seekers of such pleasure so called. But now happily this is all changed and has disappeared entirely.' He didn't have to tell me that either as a warning or otherwise, but what he told me besides has helped, although I can see that much of it depended on getting the right start. He said in effect that we all had our busy and our dull seasons, in the former there being correspondence to follow up, special committees to see and specific business to solicit and to secure. In the dull season, however, he advised me to devote myself to making new acquaintances as a future asset. I told him that was what I had been principally doing, I thought, and he came back quickly with, 'Yes, among the agents of course, but are railroad ticket agents the only inhabitants of the towns you visit?' I saw the point and have since added a town's people, its characteristics as a town and the doings, ambitions or disappointments of the community to my list of things to learn to know and be familiar with." "And that," said the Rambler with a pleased smile"— "Yes, I know," interrupted Slim, "that opens up another problem that I am struggling with, and which incidentally burns up that dead time that used to trouble me." "Also, incidentally," observed the Rambler dryly, "increases your expense account." "Yes, that's so," was the quick rejoinder. "So much so that lately I have been personally out of pocket at the end of the month, but you know how it goes, especially should I follow literally the line of talk the old hand I have mentioned gave me. For instance, he said 'On your visit to the ticket agent, ask if Tom is still secretary of so and so. Perhaps you will find out that there is a new incumbent in the office, in which case it may be well to visit him and talk with him about your acquaintance with his predecessor. You will probably in such connection meet some of the other old, or new, officers, and you may be invited to their club, or possibly you may invite them to dinner. Whichever way that may be, it is there

you should begin reading character, while at the same time you start your mixer. You, of course, if you have it in you, will fit in at once with your environment and bring your fund of stories, of general information, or your music (if you have any) into play. Perhaps a picture show (at your expense) may logically follow, or perhaps a visit to the drug store for a soda at the breaking up. If you are fortunate, in the course of an hour or so thus spent you will draw out both sides of your friends and will be amazed at, and forced to acknowledge, your weakness in reading character at first hand. You will note," Slim continued as a sort of an aside, "where a new man like myself may be handicapped, I may never have known a 'Tom' to start on." "That will come," said the Rambler encouragingly. "Yes I have found that out already," was the response, "and while he told me a lot more which I will not bother you with in detail; you know it all, besides, I could never do just as he does and has done if I live a thousand years. It's all a matter of individual temperament and experience I imagine; but his underlying thoughts were helpful, and his summing up I am sure was logical. The last was to the effect that men on my job are at their best when they cover their territory in such a way in slack seasons, as well as busy ones, that when the latter come they are so fortified with general information as to have at their finger's end all necessary data, and all knowledge as to personal characteristics and town and outside conditions, for making a favorable impression in soliciting." "Very good, very good;" nodded the Rambler approvingly, "but the noon hour is up and I must be at my desk. Could you, however, in a word tell me, based on that conversation you had and your own experience thus far, what broad conclusions you have reached as to making general acquaintances in the towns that you visit?" "Yes," was the quick response, "I have figured it out that it is a mistake to try to unduly force my acquaintance, or to be insincere in acquaintanceships when made.

I have already learned to really like the people with whom I come in contact for their own sakes, and I truly do not think I am, to use what I consider rather a cheap and heartless expression, 'cultivating' them for what I can get out of them. If incidentally at times the friends and acquaintances acquired are helpful to one, that is another matter. Of course though, there are business friends and acquaintances as well as the other kind, but they in a way are none the less real friends."

"Well Slim," said the Rambler moving toward the door, "you are at least thinking, which is a good sign; but the noon hour is over and I must be going. If those clothes of yours are now dry, come with me to my office a minute, I want to show you something."

They found me waiting in a chair beside the Rambler's desk, as I had something I wanted to take up with him, and knew that he was due in a minute. Hence I saw the Rambler go to a file and take therefrom a newspaper clipping which he said was from the Vicksburg Evening Post, and which he read aloud to Slim, it running as follows:

"A great railroad system. All too frequently some folks are obsessed with the idea that nothing can quite be the best unless one travels far from home to find the wonder. The editor of the Crystal Springs Meteor is not one of these people, however. Mr. Aby recently made a trip to Washington and other eastern points and he saw much. He wrote a series of interesting articles giving his impressions.

"He concludes his articles by saying: "One observation more and I am done. I traveled over many of the best railroads in the United States during my junket, but none excelled in comfort, speed equipment and polite attention the great railroad that passes our doors—the incomparable "Illinois Central." On my return to Louisville, I felt that I saw the face of an old friend when a coach on a siding bore the inscription "Illinois Central." The sight of land to the mariner at sea was not more welcome to him than to me was

the legend on the passenger coach, which means so much to those who by contrast learn to know the good from the bad. Our own great system is without a rival in the luxuriousness and safety of the service offered to the public."

"Slim," said the Rambler, as he carefully placed the clipping, which had been mounted on a standard sheet of letter paper, back in the file and secured it by turning down the ends of the brass clamp, "do you ever visit the newspaper offices in the towns that you visit?" "Not unless I have business there," he answered. "You don't make it a practice then of rushing directly to the Editor's sanctum on reaching the town to let him know that you are there?" was the further inquiry. "Why no," said Slim, hesitatingly. "I never thought to do anything of that kind. Of course, I do not ignore the editors. I give them the same kind of attention I do any other business man of the town. I see more or less of the newspaper men in their offices, but not unless, as I said, I have some definite errand which carries me to them, which errand may be a simple friendly greeting. But come to think of it, they generally find me; either the reporters, or in the smaller towns, the editors themselves. Of course I like to meet them as well as I do the merchant, the club people, and others, but thus far to me newspaper men have been but one of the lot." "I am glad of it," was the Rambler's hearty response, "and I'll tell you why. All editors of the good class, and the relatively few others don't count, like it better that way; based I fear, on too good a foundation. They

are apt to be suspicious of one's motives if assiduously sought by virtue of their profession; but they are men, they are alert men, and they are men generally who have acquired wide experience of individuals and affairs. They have their place as individuals and townsmen, and a high place in their community among their fellows, and they naturally like to be held in proper esteem as such, as well as professionally. But they hate to be looked upon as one that can be used. If properly rated in the way I have mentioned, they do more for a community, for an individual or for a cause than they would by the intrusion of the party or interest which desires exploitation. Take for instance, this editorial that I have just read you, as an illustration. I do not believe that any amount of money or solicitation could have purchased from any honest editor, and the most of them are honest, the kindly appreciation that is shown therein. It was a voluntary contribution from the sincere conviction of that particular writer's heart. Let it serve, Slim," he concluded, as he reached out his hand for the papers that I was awaiting to give him," as an object lesson, for it proves the fact that all good turns that may be served you in your profession are of the greatest value when they are rendered spontaneously from a conviction of their merit, and I do not refer in this exclusively to newspaper notices.

"Well sir," what can I do for you," he added jocosely, as he began glancing through my papers, "I think I will have to change my slogan from 'Everything helps' to 'I help everybody'!"

Service Notes of Interest

Since the childhood of the present generation the name "Pullman" has been a household word synonymous with luxury.

There are those, and there was a day when they were in the majority, who have looked upon the Pullman car only from the outside and with something of the sentiment with which they contemplated the unseen splendors of the residence of the richest man in town.

With the coming of greater wealth and a wider enjoyment of the higher comforts,

with the counting as necessities what we once considered luxuries, the use of the Pullman car is almost universal. It retains its place in the estimation of the traveling public as the acme of luxury in that field and the childhood impressions of this generation will doubtless cling through its dotage.

Regardless of its inheritance of a well-earned early prestige, there is a sense of orderliness, of cleanliness, of mature and thoroughly efficient management which

commands respect and maintains the unique position of this service. In public regard the Pullman Company set an early standard of public service and has maintained it consistently with no little influence upon the general standards of other public service.

As a result the Pullman Company has acquired practically a monopoly of the sleeping car service in our country. The Pullman Company operates 7,400 cars on 137 different railroads for 23,489 miles of track. They carried 26,781,513 passengers in one year. While the control of rolling stock and the economic distribution of cars to points where traffic most demands is only possible under such a system of common usage by competing lines, there is perhaps no other example that can be cited of the common use by competing companies of a service that caters exclusively to the personal comfort of the public. Perhaps it may be said that the Pullman service is so well rendered that the railroads hesitate to offer the public any other.

None will begrudge the Pullman Company the prosperity which it reports. For the year ending July 31st gross earnings were the largest in the company's history. These earnings were not secured at war prices, for their rates are controlled by the Interstate Commerce Commission and have not changed except that the rate for upper berths has recently been made 20 per cent less than the rate for the lower berths. Although the Pullman Company manufactures not only its own sleepers, but street cars and freight cars as well, the reported increase in earnings was not secured from manufacturing, but from the sale of sleeping car berths, from the service rendered the traveling public.

Mr. Robert T. Lincoln, son of President Abraham Lincoln, is chairman of the Board of Directors of the Pullman Company.—*American Express Travelers' Bulletin.*

The visitor from Europe is impressed by our hotel extravagance. In nothing that makes for creature comfort and luxury do we seem to him so lavish as in our public hostelries, a form of enterprise in which he has no small investment and pride in his own country.

The American community has learned that it is judged by the character of its best hotel and hotel men have learned that the average American when consulting his personal comfort wants the best and will pay for it, if he has the money. Our system of salesmanship through the medium of traveling representatives of wholesale houses (a method not common in Europe) has built and supported first class hotels in our small cities. It is reported that three representatives of three competitive horseshoe nail makers arrived in a small Michigan city on the same train and registered at the same

hotel, the best (and an excellent one) in the town—a not unusual occurrence. This kind of support from abroad enables the citizen to point with pride to the one institution of the town he does little or nothing to support. Incidentally it gives the occasional traveler a good home and a good impression of the town.

But it is in the great port cities, at the meeting of the world's cross roads, where the extravagance of American taste finds expression, and in nothing so much as in the money he is willing to spend for bed and board.

Statistics have recently been compiled comparing the hotel facilities of San Francisco and New York:

San Francisco New York
(Manhattan)

Hotels having more than 50 rooms.....	487	230
Number of rooms.....	55,963	63,000

That San Francisco can scarcely be called a City of Homes is indicated by the statement that her population of 500,000 supports a total of 1,986 hotels and apartment houses of all classes, with a total of 116,617 rooms.

It is estimated that New York City hotels of the first and second class have a capacity exceeding that of the hotels of the same character in the cities of London, Paris, and Berlin combined. These New York hotels represent an investment of \$200,000,000, and the annual cost of operation is \$70,000,000.

In such hotels as the St. Francis, the Palace, the Fairmont of San Francisco, and the Waldorf, the Biltmore and the Plaza of New York (not to mention more than three of the many first class hotels in each city), American enterprise and business management have attained very near to perfection. A standard of equipment and service has there been set which may have been equalled in other enterprises, but can scarcely be surpassed. The American traveler is the most pampered individual on earth.—*Clipped.*

Including the National Guard, the regular army and the new National Army, the railroads have moved approximately 720,000 soldiers from their homes to training camps or embarkation points, said the Railroads' War Board in a statement in connection with the start of the third division of the new National Army for the training camps on October 3rd.

The great bulk of this army—all of it, in fact, except the 32,549 men included in the first 5 per cent. of the National Army that moved by regular train on September 5th—has required special train service, involving the use of 13,500 passenger cars, including 1,500 Pullman and Tourist sleepers, 2,000 baggage cars, and 4,500 freight cars.

The troop movement problem has been

most difficult to handle, as it comprises not only the movement of the men selected for the National Army to the National Army cantonments, but the movement of hundreds of thousands of troops in the National Guard and the regular army as well, either to training camps or embarkation points.

Some slight conception of what this problem means may be deduced from the fact that in the National Army movement alone the railroads have had to prepare special schedules covering the 4,531 towns and cities designated by the Provost Marshal General as the points of local concentration from which the recruits to the new National Army proceed to their cantonments.

In addition, the special train movements have had to be so directed as to prevent interruption to the regular passenger service.

The longest haul made in the new National Army movement to date was that of the special train which moved the citizen soldiers from Yuma, Arizona, to Fort Riley, Kansas, a distance of 1,514 miles. This trip occupied forty-eight hours.

The shortest distance traveled by any unit of the new National Army was that of the District of Columbia unit to Camp Meade in Maryland, a trip of less than twenty-five miles.

Practically all of the National Guard movements to date have been of great length. The longest one was that made by a battalion of San Francisco engineers from San Francisco, California, to a point on the Atlantic Coast. This battalion included 506 men and 18 officers. They occupied a special train comprising one standard sleeper, nine tourist sleepers, one baggage car, two kitchen cars and three box cars. Their train left San Francisco at 4 p. m., on September 1st, and arrived at destination at 10:15 a. m., September 8th.

The railroads have taken every step possible to safeguard the lives that the Government has entrusted to them, and to complete the troop movement without delay and also without interfering with the abnormal amount of commercial traffic that the war has produced.

The secretary of the Hawaiian Promotion Committee promulgates the following: Recognizing the necessity of providing ocean liners to take care of the heavy travel to the Hawaiian Islands, Congress, on October 5th, unaniously passed the amendment to the navigation laws permitting ships flying a foreign flag to engage in coastwise business, so that it is now possible to reach Honolulu by the large Trans-Pacific steamers of the Pacific Mail Steamship Company, Toyo Kisen Kaishai and the Netherland Royal Mail-Rotterdam Lloyd

joint service, from San Francisco, in addition to the well known steamers of the Matson Navigation Company, the Oceanic Steamship Company, and the China Mail Steamship Company from San Francisco, and the Canadian Australasian Steamship Line from Vancouver, B. C. This service will provide several sailings in each direction every week, en route to and from the Orient and Australasia. The Hawaiian Islands is not a "seasonal" tourist resort, as it is equally perfect, climatically and in every other way, all the year. Catering to the best class of people, the hotels are equal to any on the mainland, and we have "every variety of palm but the itching kind." Coming Events—Wednesday, November 14, 1917, Hawaiian Pineapple Day; January 6, 1918, Marathon Race from Volcano to the Sea; February 20 to 23, 1918, Mid-Pacific Carnival; June 11, 1918, Kamehameha Day; July, 1918, Polo Matches; August, 1918, Golf Tournament; September 21, 1918, Regatta and Swimming Races.

Full supply of literature on request to our San Francisco office, 397 Monadnock Building. We will be very glad to co-operate with you in making reservations on steamers or at hotels. We will gladly plan itineraries covering trips to the largest extinct volcano in the world, at Haleakala on the Island of Mani; the largest active volcano in the world, at Kilauea on the Island of Hawaii; or to the Grand Canyon of Waimea, on the Island of Kauai, in addition to tours of Honolulu and the Island of Oahu.

The following convention announcements for November and December, 1917, and January, 1918, should be carefully gone over by agents and kept in mind with the end in view of obtaining business therefor in cases where applicable to their territory:

Association of Agricultural Chemists, Washington, D. C., November 19-21, 1917.

Association of Tax Commissioners, Atlanta, Ga., November 14-18, 1917.

National Association of Chair Manufacturers, New York City, November 20, 1917.

Central Association, Science and Mathematic Teachers, Columbus, Ohio, November 28-30, 1917.

Independent Telephone Association, Chicago, December 11-14, 1917.

Illinois State Veterinary Medical Association, Chicago, December, 1917.

Phi Delta Theta, Indianapolis, Ind., December 31, 1917.

International Live Stock Exposition, Chicago, December 1-8, 1917.

National Cash Register Representatives, Dayton, Ohio, January, 1918.

Western Fruit Jobbers' Association, Houston, Texas, January 16-19, 1918.

Western Roentgen Society, Chicago, January 23-26, 1918.

National Automobile Show, New York City, January 2-12, 1918, and Chicago, January 26-February 2, 1918.

American Society of Heating and Ventilating Engineers, New York City, January, 1918.

Grand Rapids Furniture Dealers' Exhibition, Grand Rapids, Mich., January, 1918.

Things happen fast when America gets busy. Aladdin's lamp worked few greater wonders than those mentioned by Fairfax Harrison, chairman of the Railroads' War Board, in his description of co-operation in construction of cantonments. His most striking illustration was the report from the cantonment at Louville Ky., where the administration buildings were built from lumber cut in a Mississippi pine forest the week before. "The trees were felled on Saturday," says Mr. Harrison, "kiln dried on Sunday, loaded on freight cars Monday and delivered at the Louisville site Wednesday morning. An army of energetic carpenters completed the transformation from forest to government building just one week from the day the trees had been felled."

It will take 64,000 freight cars to haul all the materials needed for the sixteen cantonments. These are to be moved as quickly as possible, with the least derangement to ordinary business. This will require superb organization, which the railways have perfected.—St. Louis *Globe-Democrat*.

The Atlantic Coast Line announces that effective November 26th, it will inaugurate its daily Tampa Special trains Nos. 91 and 92, between Jacksonville and Tampa, No. 91 to leave Jacksonville at 9:15 a. m., arriving at Port Tampa at 4:30 p. m., as during last season. Also, that effective December 31st, it will inaugurate its Pinellas Special trains Nos. 95 and 96, between Jacksonville and St. Petersburg, they to be run daily, and to leave Jacksonville at 10:30 a. m., arriving at St. Petersburg at 6:00 p. m. These trains will carry parlor and observation cars, broiler-buffet service, free reclining chair cars and standard coaches between Jacksonville and Port Tampa and between Jacksonville and St. Petersburg, respectively.

Bulletin of Passenger Traffic Department men who have entered the service of the government for the war from the general office in Chicago:

H. B. Stratton, with Base Hospital No. 12, "somewhere in France," has been made a sergeant.

Kevin Morrison, with the Illinois Naval Reserves, has been made boatswain's mate (coxswain), and is now on a torpedo boat destroyer, bound for some "unknown port."

D. J. Hearne and J. A. Anderson are at Houston, the former in the Illinois National Guard, and the latter in the National Army.

P. J. Mottz, Traveling Passenger Agent, has enlisted and been accepted in the Aerial Observation Branch of the Aviation Service.

The Grand Trunk announces new service between Montreal and New York, and Montreal and Boston, via Rouse Point, in connection with the Rutland Railroad and connections, trains not now being run between Montreal and New York in connection with the Delaware & Hudson R. R. The service includes a night and a day train in each direction.

The Big Four recently made extensive changes in passenger train schedules, in which was the placing in service of a new train, No. 30 (Royal Palm), leaving Chicago at 10:05 p. m. for Cincinnati, Chattanooga, Atlanta and the Southeast. The Columbus and Jacksonville sleeping cars formerly carried on train No. 34, have been transferred to this train.

The Missouri Pacific announces that former drawing room sleeping cars operating between Little Rock and Palestine southbound, and between Houston and Little Rock northbound, have been extended to run between St. Louis and Houston in both directions on their trains Nos. 3 and 4, No. 3 leaving St. Louis at 9:05 a. m.

Commenting recently on the work done by the railroads in connection with the mobilization, Secretary of War Baker, after giving some statistics on the number of troop moved, said:

"This strikingly illustrates the patriotic co-operation of American railroads with the government, and also the tremendous capacity of American railways."

The Southern Pacific announces that effective November 4th, among other changes a new night train has been added to their service between San Francisco and Portland, operating via Davis and Willows.

The Pere Marquette announces the temporary curtailment of a list of local passenger trains on account of fuel shortage

The following was written for and printed in a now non-existent publication known as "The Wanderer," as long ago as 1886, under the title of "What the Engine Said to Me." Hence its age, as well as its merit, entitles it to a re-reading:

With a roar and rumble
Like endless thunder,
Where mad streams tumble
The gray cliffs under,

Or where lakes, sunning
 Their still depths, lie,
 And brooks are running
 And laughing by.

Through forest dismal,
 Or desert bare,—
 O'er gorge abysmal
 As birds skim air;
 Past hill and river,
 In storm or sun,
 With shriek and shiver
 My course is run.

Past hut and hovel,
 In country or town,
 Where poor men grovel
 'Neath fortune's frown, —
 Past stately palace
 Where rich men drain
 From golden chalice
 Life's joy and pain,—

Past laughing and weeping,
 Past death and life,
 Like a demon leaping
 To fierce, wild strife,
 As one pursueth
 A flying foe,
 That no man vieweth,
 I go, I go!

My wheels turn ever
 Like those of fate.

Time pauseth never,—
 I cannot wait.
 For me no rest is
 By night or day;
 For my quest is
 The far away.

How like each other
 In this are we,
 Oh man, my brother!
 Let fleet hopes flee
 O'er height or hollow,
 Of life or land,
 We follow, follow,
 At fate's command.

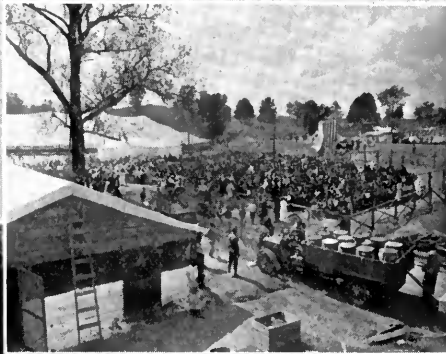
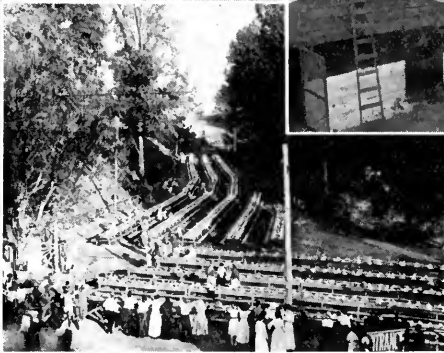
On, ever and ever
 By night, by-day,
 In a wild endeavor,
 Away, away!

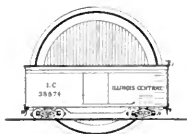
Eben E. Rexford.

"I suppose a great many ask for information who have no idea of taking a train?"
 "Yes," said the weary official. "When some people spy a free bureau of information there's a strong temptation to stock up."—*Kansas City Journal*.

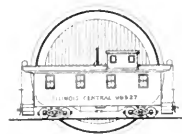
The American traveler of the better sort is acute, observant, intelligent and appreciative; and for such a one travel is certainly an education and a liberal one at that.—*Clipped*.

Scenes at Reunion,
 Vicksburg National Park,
 Oct. 16th - 19th 1917





Freight Service



The American Railway Association Special Committee on National Defense

COMMISSION ON CAR SERVICE.
CHICAGO COMMITTEE

Chicago, October 10, 1917.

Chief Operating Executive,
Member Lines.

Gentlemen:

The following from Commission on Car Service at Washington:

"We would be glad to have you give the following information as much publicity through the press, as well as through the circulation to railway officers and employes, as possible:

Car Capacity Loading—To Meet A National Emergency

When buyers of carload freight place orders for the particular commodities in which they deal, some purchase in large quantities and others in small ones. On an average the orders placed with shippers require that the freight be forwarded in lots weighing about as follows: i. e., 10 per cent of all the freight is ordered in lots of 20,000 pounds, another 10 per cent in lots of 24,000 pounds, etc., as indicated below:

Per Cent of Total Orders.	Pounds per Order or per Car Used.
10	20,000
10	24,000
10	30,000
10	40,000
20	50,000
20	60,000
10	80,000
10	100,000
<hr/> 100	

From this, it will be noted that 60 per cent of the orders placed with shippers call for lots of 50,000 and less. In this connection, it will be of interest to consider what cars exist with which to fill these orders. The total cars in the United States and Canada have a marked capacity ranging from 60,000 pounds to 100,000 pounds. A few still exist whose capacity is less than 60,000 pounds, and there are also a few with a capacity exceeding 100,000 pounds. Generally speaking, however, they divide about as follows:

Per Cent.	Marked Capacity (Pounds)
5	Less than 60,000
30	60,000
35	80,000
30	100,000
<hr/> 100	

A comparison of the quantity of freight offered with cars in which to transport it, illustrates what is already known, viz., that a gulf exists which is ever widening,

between carload minima, established by trade practices, and car capacity. No extended mathematical calculations are necessary to show that:

1st—Great car waste must continue, or

2nd—Trade practices must be changed.

It must be obvious to every thoughtful person that car waste—always inherently wrong—is indefensible under present conditions. The disparity between the carload minima and carload capacity is better understood when it is recalled that only a comparatively few years ago, no such car as one having a capacity of 100,000 pounds existed—when 40 per cent of all the cars in the United States and Canada had a capacity of less than 60,000 pounds; that in the evolution of things, the size of cars has increased until 65 per cent have a capacity of 80,000 pounds and upward, while those having a capacity of less than 60,000 pounds represent less than 5 per cent of the total equipment.

While a like increase in carload minima may not be expected, it is not too much to hope that all concerned, during the period of the war, will waive their tariff rights to order in minimum lots. The buyers of carload freight are, therefore, being requested to place orders in a way that will enable each car to do a car's work. These requests are being made, not only by the carriers themselves, but by the commissions, both state and federal, and have been adopted by no inconsiderable number of consignees throughout the entire country. It is believed that many times, buyers place orders for minimum lots through force of habit and results already secured, convincingly show that when the situation is properly presented, there is always a proper response.

Carriers stand ready to use their nation-wide car service organization in personal appeals to the buyers of carload freight for the full use of car space. Already many shippers are declining to book orders when to do so would cause a waste of cars. Carriers do not ask shippers to go this far, however; they merely ask to be permitted to join in efforts to meet the wishes of the buyer without the necessity of wasting car space under present conditions.

It is gratifying to find that so many who have thought upon the subject both from the standpoint of the carriers and of car users, are fast accepting the proposition that a fundamental reason exists why each car should be required to do a real car's work, that car destroying trade units, established in the old days when cars were small, must be abandoned.

The car supply, expressed numerically, cannot be largely increased in the near future. It is quite possible, however, to materially increase the amount of freight handled per car or per car trip. So much depends upon an adequate car supply that it is deemed best to appeal to both receivers and shippers of freight, the former to order in full car lots and the latter, when minimum orders are received, to give the carrier a chance to join in presenting the matter to the buyer for an increased order before making the shipment.

When full loading to one consignee cannot be arranged, the plan of placing two consignments in the same car must be resorted to in order that a car may do full duty at least a portion of the trip, and the cordial support of both shipper and consignees is requested in order to minimize its disadvantages.

The most that can be said for the double loading plan is that it is an expediency, and it is hoped, therefore, that full loading to one consignee can be arranged in order that there will be no occasion for continuing very long the practice of double loading.

Yours truly,

D. I. Forsyth, Vice-Chairman,
Committee on Car Service, Chicago Committee.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Tuberculosis—How Prevented and How to Live With It

Tuberculosis is one of the most widespread and most deadly of all diseases. It causes one death in every eight occurring in the civilized world. In Illinois it causes more deaths than all other contagious and communicable diseases combined.

During the four years of the Civil War in this country one hundred and sixty thousand persons were killed or mortally wounded. This is just about the number of men, women and children killed annually in the United States by tuberculosis.

One of the sad features of this disease is that it attacks men and women in the very prime of their lives. As a rule the victims are young men and women who acquire the disease at the very outset of the most useful and fruitful period of their lives. One-third of all diseases between the ages of 14 and 40 are due to tuberculosis.

How Contracted: Tuberculosis may be contracted by sleeping with one who is ill with it; by breathing air laden with dust containing the germ of tuberculosis; by eating food containing tubercular bacilli. Children sometimes acquire tuberculosis by putting pencils and other contaminated articles in their mouths. The common drinking cup is so likely to transmit disease that its use has been prohibited by practically every State Board of Health in this country. A neglected cold occurring in a person who is below par or whose resisting pow-

er is low may lead to tuberculosis. The milk of tubercular cows or the products made from such milk may be the means of transmitting tuberculosis. Children acquire infection from tubercular cattle more frequently than adults. While infection from tubercular milk is relatively rare it is a very real source of danger.

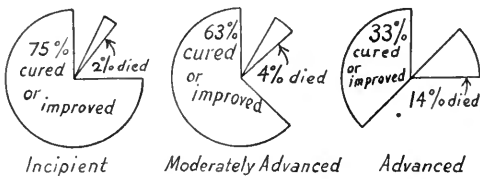
Tuberculosis is usually spread by the dried sputum of consumptives. If there were no careless spitting there would be little or no consumption. The most dangerous spitting is that done in the house. The germs thrive best when protected from sunshine and fresh air. Spitting on the sidewalks is chiefly dangerous because the sputum is tracked into the house. Most spitting is entirely unnecessary. With many it is a useless habit. Coughing and hawking by consumptives are quite as dangerous as spitting and the disease is often communicated in this manner to a healthy person by a consumptive.

How Prevented: Keep the system in the best possible condition by proper living, so that you will be healthy and strong and by your vital forces be able to ward off tuberculosis and other diseases. Guard against colds and their consequences. Have your physician look you over carefully if your weight is much below your normal standard. Remember loss of flesh is a symptom of disease. Weariness out of proportion to the day's work is one of the earliest and most common signs of tuberculosis, as is also loss

of appetite or a dislike for such foods as butter, meats and fats. Loss of weight not otherwise accounted for should always arouse suspicion. If you have any of these symptoms keep away from those suffering from tuberculosis. Fever, even though it be slight, early in the afternoon, especially between two and four o'clock, is a very common symptom of early tuberculosis. Often when there is no afternoon fever it will be found that the temperature is below normal. This also is very significant. Cough, shortness of breath, and hoarseness are all given as early symptoms, and you should consult a competent physician for diagnosis and treatment necessary to arrest the disease if it is found to be tuberculosis. The writer cannot impress this too strongly, as early diagnosis in this disease reduces the deaths to 2 per cent, whereas when the disease gets a good start the deaths may be 14 per cent. See chart.



RESULTS OF TREATMENT OF TUBERCULOSIS
AT
BELLEVUE HOSPITAL, NEW YORK CITY
1910 — 1912



How to Live With It: Now suppose that you are told you have consumption; that need not discourage you. It should really be a call to arms. There are many thousands who have tuberculosis for years and finally die with some other disease. There are, however, several rules you should follow to make your life pleasant for yourself and safer for friends who may come in contact with you. You should be very careful of your sputum and also all the wastes you throw off. You should not sleep with any person and always sleep in the outside air and well clad. Your feet should be kept warm and your head should be well covered. You should also provide plenty of covers to keep you warm. It is

simply suicide to sleep on a porch or in a tent unless all of these precautions are observed. Note how the young lady in the illustration was clothed for sleeping in the open air in Colorado. In five weeks all of her symptoms subsided. If you have fever, you must stay in bed until the fever leaves you. If you have no fever and work in an office your improvement will begin as soon as you obtain outdoor work. Be careful to keep your stomach in good condition. Avoid eating candy, nuts and cracker-jack between meals. Eat those only at meal time.

Be cheerful; look on the bright side; avoid thinking about your troubles. Look around you and you will find many with worse troubles than you have. Remember that tuberculosis is a curable and preventable disease and that your cure rests largely in your own hands.

The two things most needed are freedom from care and worry and ability to rest and relax from physical strain. The weapons of our warfare are largely

the instruments of our own manufacture. They are intelligence, cheerfulness and determination to fight the enemy until victory is ours. One thing is certain,

the cure is not to be found in the drug store. Rest, sunshine, pure air and food constitute the "big medicine" in tuberculosis.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

Dr. G. G. Dowdall,
Chief Surgeon,
Illinois Central R. R.,
Chicago, Ill.

Chicago, Ill., October 16, 1917.

Dear Doctor:

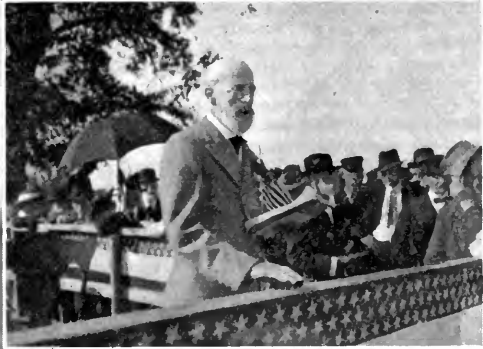
On the 2nd day of September I was taken suddenly ill and called the Company Doctor to my assistance. He examined me very carefully, and found I had appendicitis, and advised me to go to the Illinois Central Hospital in Chicago. He made arrangements accordingly, and while there I received every possible attention a sick person could have, and words cannot express more highly this great institution.

I want to say, for the benefit of my fellow employes, that I received the greatest care and attention from the surgeons and nurses. The doctors and nurses were very attentive, and took good care of every patient. I wish to express my appreciation for their loyal services rendered me. I shall always consider the 50 cents given monthly as doing the greatest amount of good to the greatest number possible. I am back at work and am convalescing very quickly.

Again thanking you for the good attention shown me while in the Hospital, and with best wishes, I am,

Yours very truly,

(Signed) Frank W. Sekosky,
Accounting Department.



Scenes at
Reunion,
Vicksburg
National Park,
Oct. 16th-19th

Accounting Department

Department of the Local Treasurer

By Otto F. Nau, Local Treasurer

The Local Treasurer has charge of the moneys and securities of the Company in Chicago.

All revenues from traffic, connecting lines and other sources incidental to the operation of the railroad are paid to the Local Treasurer or remitted to banks authorized to receive the funds of the Company. All disbursements, excepting interest on bonds, dividends on stock and such other accounts which are paid by the Treasurer in New York, are made by the Local Treasurer. Such payments consist of salaries and wages, taxes, invoices for material and supplies, amounts due connecting lines and all other expenses.

The department has dealings with practically all the other departments and with every Agent and Conductor on the system. A record of every remittance is made and in some cases these are necessarily made a matter of correspondence, especially when a difference therein exists. It is of the utmost importance that Agents and Conductors exercise great care in handling money. To the credit of Agents and Conductors, be it said that discrepancies are comparatively few.

The work of the department differs from other offices in that money, or its equivalent, is before the eyes continually. The business transacted being varied and voluminous and it being necessary to balance the cash each day and forward to the President and Comptroller each morning a statement of the receipts and disbursements of the previous day, the balance of money on hand and in the banks and places in which it is deposited, the office is an extremely busy one and the force of twenty-one men and women must be on the alert at all times.

It is not possible nor probably wise in an article like this to go into too much detail, but the Local Treasury is as much like a bank as anything not a bank, can be. The Cashier acts up to his name and occupies a cage; the Receiving Teller likewise; the Bookkeeper enters in the cash book to the proper accounts, the receipts and disbursements; a Voucher Clerk records vouchers payable, which after being made negotiable are mailed to payees. Such as are payable over the counter are turned over to the Cashier. Other Clerks handle the vouchers, pay checks, drafts and other items cleared by our banks each day, comparing signatures, amounts and ascertaining whether a proper charge against the Company.

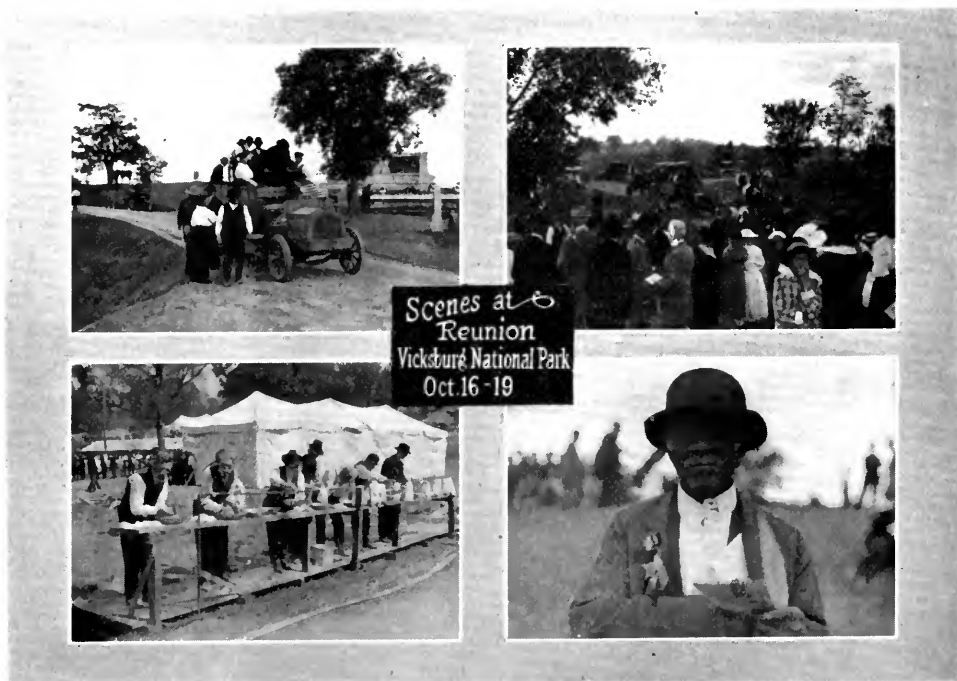
The Paymaster and his force sign and send out twice each month every pay check issued. These are invoiced unless the pay rolls accompany the checks, and return receipts enclosed showing dates of deliveries by Agents and other bonded employes to whom the checks are sent. As there are many thousand checks to be signed, it may be interesting to know that same are signed by a machine called the Signograph which enables the signer to complete ten actual pen and ink signatures, which are identical, at one time. This machine with a man and boy does the work in one hour that would ordinarily require seven men to do it in the same length of time.

The amounts to be disbursed each month for pay rolls, vouchers and requirements of the New York Office are extremely heavy and Agents should, therefore, pursue at all times with vigor the collection of amounts due the Company and remit same to the Treasury at the earliest possible moment. By

so doing a material saving can be made for the Company and assistance rendered the Local Treasury Department. The co-operation of all Agents to this end is zealously solicited.

Not the least important matter handled by the Local Treasurer is the authorization for delivery of shipments consigned Shippers' Order in the absence of the original bills of lading. The practice of consigning shipments to order is steadily increasing and the railroads being at once responsible to the shipper or party to whose order the shipment is consigned, for the carrying out of the provisions of the bill of lading too much care cannot be

taken to insure the Company against loss. In many cases the shipments arrive before the bills of lading; in others the bills of lading are lost or misplaced and, notwithstanding this, consignees invariably call for and expect delivery upon arrival of the shipments, leaving it to the railroad to protect its interests. Such cases should be referred to the Local Treasurer for advice as to what action should be taken, giving full particulars such as waybill reference, names and addresses of shipper and notify party, invoice value of shipment and reason why bill of lading cannot be surrendered.



A Letter of Appreciation for Courteous Attention of Flagman Brasher to a Passenger

Mr. A. D. Caulfield, Supt.,
Water Valley, Miss.

West Blocton, Ala., Oct. 26, 1917.

Dear Sir: Pardon the liberty I take in addressing you. Not very long ago—the 29th of September—I and my husband and son were passengers on No. 5, where Flagman B. B. Brasher was at work. My husband was taken sick and Flagman Brasher was so kind and attentive to my husband that I wish to congratulate you on having a man so worthy and trusty. I can never forget him for his extreme kindness.

Most respectfully,

Mrs. Dovie Pence, West Blocton, Ala.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 32



ATTILLA COX, JR.

ATTILLA COX, JR.

Attilla Cox, Jr., although a native of Owen County, Kentucky, has spent most of his life in Louisville.

After completing his legal education at the University of Louisville and the New York Law School, and after serving an apprenticeship in the law office of Elihu Root in New York, he returned to Louisville and entered the office of Pirtle and Trabue in 1898.

In 1901 he became a member of the firm of Pirtle, Trabue and Cox, which, after Mr. John C. Doolan entered the firm, became Pirtle, Trabue, Doolan & Cox. In December, 1904, he became one of the district attorneys of the Illinois Central for Kentucky.

Mr. Cox, in addition to general corporation practice, has been in charge of much important litigation for the Illinois Central in the courts of Kentucky. He relates the following rather amusing incident which occurred some years ago. Heavy personal injury litigation had resulted from a train of the Louisville,

Henderson & St. Louis Railroad Company, then operating upon I. C. tracks, coming into collision with a trolley car. Mr. Cox immediately notified his father, then the President of the L. H. & St. L. that the Illinois Central would expect his company to pay any judgments which might be rendered against the I. C. The senior Mr. Cox "scouted" the idea and rather took the junior to task for his "bumptiousness." In the end the L. H. & St. L. paid the I. C. something over \$50,000.

Latterly, Mr. Cox has had charge of the acquisition by the Madison Coal Corporation of extensive coal properties in Kentucky.

He was selected as one of the three candidates of the Democrats (and defeated) for the commission to inaugurate a new fiscal system for Jefferson County, which includes Louisville.

CONFIDENTIAL:—We can't say much for his golf game.

LAW NOTES.

Traffic agreements with tap lines.—In *Illinois Central R. Co. v. Brook-Scanlon Co.*, 241 Fed. Rep. 445, the Circuit Court of Appeals at New Orleans held that a railroad having a trunk line may enter into an agreement with a road whose line is a tap line and tributary to its trunk line, establishing through routes and joint rates as to property transported over both the tap line and the trunk line, applicable to logs or lumber belonging to the trunk line, it being contemplated that the logs should be manufactured into lumber after being received by the trunk line. It was also held that although the trunk line by reason of diversity of its business and multiplicity of departments did not immediately discover the situation, it was, the tap line having agreed to deliver the lumber f. o. b. at the intersection point, entitled to repayment of the sums paid the tap line, for otherwise the tap line would escape payment of a large portion of the freight on the logs to the point of intersection.

Commutation tickets between Baltimore and Parkton.—In *Pennsylvania Railroad v. Towers*, the Supreme Court of United States on October 15, 1917, opinion by Mr. Justice Day, held: "Having the general authority to fix rates of a reasonable nature, we can see no good reason for denying to the State of Maryland power to exercise this authority in such manner as to fix rates for special services different from those charged for the general service. In our opinion, the rate for a single fare for passengers generally may be varied so as to fit the particular and different service which involves, as to commutation rates, the disposition of tickets to passengers who have a peculiar relation to the service. The service rendered in selling a ticket for one continuous trip is quite different from that involved in disposing of commutation tickets where a single ticket may cover 100 rides or more within a limited period. The labor and cost of making such tickets as well as the cost of selling them is less than

is involved in making and selling single tickets for single journeys to one-way passengers. The service rendered the commuter carrying little baggage and riding many times on a single ticket for short distances, is of a special character and differs from that given the single-way passenger."

Attachment of goods in car engaged in interstate commerce.—In *Stamford Rolling Mills Co. v. Erie R. Co.*, 101 Atl. Rep., 823, the Court quotes approvingly the following from *Pennsylvania R. Co. v. Hughes*, 191 U. S. 488: "It is well settled that the State may make valid enactments in the exercise of its legislative power to promote the welfare and convenience of its citizens, although in their operation they may have an effect upon interstate commerce." The Court also cites *Davis v. C. C. C. & St. L. R. Co.*, 217 U. S. 177, where it was expressly held that cars engaged in interstate commerce may be attached under state laws, the Court there holding: "It is very certain that when Congress enacted the Interstate Commerce Law it did not intend to abrogate the attachment laws of the States."

Anti-pass law and deed to right of way.—The Kentucky Court of Appeals has held that section 196 of the State Constitution, providing that passenger transportation shall be regulated to prevent unjust discrimination, and section 197, prohibiting free passes, render void as against public policy a railroad's agreement to give free transportation in return for right of way deeded it, especially as the Kentucky Anti-Pass Law of 1916, enacted pursuant to section 196, specifically prohibits transportation except for a money consideration. It is held that the Anti-Pass Law does not impair the obligation of an existing contract by a railroad to furnish passenger transportation in return for right of way deeded it, since the contract was made in view of section 196, and because the Anti-Pass Law is merely a police regulation within the legislature's constitutional powers. The court in its opinion reviewed the prior Anti-Pass Law decisions. (*Kentucky Traction & Terminal Company v. Murray*, 195 S. W. 1,119.)

Reconsignment and Storage Charges to Relieve Congestion.—In *New York Produce Exchange v. B. & O. R. Co.*, 46 ICC 666, opinion by Commissioner Clark, the Commission found justified a reconsignment charge of \$2 per car established as an incentive to the direct billing of carload freight to places of final delivery within New York lighterage limits, and which had for its object the relief of the congestion and car shortage situation at New York. It also found justified a rule that a shipper from an interior point in the United States must, as a condition precedent to the issuance of a through export bill of lading, guarantee the payment of such storage charges as may accrue at New York after the expiration of free time; and it also found justified a rule that carload freight moved to New York as domestic traffic and subsequently exported cannot be accorded the benefit of the more liberal storage charges and regulations applicable to export traffic, which rule was designed to prevent the circumvention of embargoes against movement of freight to New York before ship space is secured.

How Rates on Cream Are Related to Rates on Milk.—In *C. F. A. Territory Milk and Cream Rates*, 46 ICC 601, 619, opinion by Commissioner McChord, it was said: "We have made the rates on cream uniformly 25 per cent higher than those on milk. It is contended by dealers in cream that rates thereon should be no higher than the rates on milk. Similar contentions were made in *New England Milk Case*, 40 ICC 699; *Milk and Cream Rates to New York, N. Y.*, 45 ICC 412; and *Milk and Cream Rates to Philadelphia, Pa.*, supra. The matter of prescribing higher rates on cream than on milk was fully discussed therein and need not be restated here. We found in those cases that respondents were justified in charging rates on cream not to exceed by more than 25

per cent those found reasonable on milk. We find that the rates on cream should not exceed the rates on milk by more than 25 per cent."

Through Rates Equaling Aggregate of Intermediates Is No Proof of Unreasonableness.—In *Western Pine Mfrs. Ass'n. v. C. I. & W. R. Co.*, 46 ICC 650, opinion by Commissioner Clark, it was held that "the mere fact that through rates are composed of the aggregate of intermediate rates is not sufficient to condemn them, without proof that such an adjustment results in through rates which are unreasonable and otherwise in violation of law." Citing *Appalachia Lumber Co. v. L. & N. R. Co.*, 25 ICC 193, *Southeastern Lumber*, 42 ICC 548, 558, *Connor Lumber & Land Co. v. G. N. R. Co.*, 43 ICC 243.

EXCERPTS FROM PRESIDENT REA'S SPEECH.

Pooling, Physical Valuation, and Other Matters.—In the course of his remarks at the American Railroad Commissioners' Convention dinner held in Washington, D. C., in October, 1917, President Rea of the Pennsylvania Railroad said:

"Railroads are deficient in terminal facilities and equipment because of insufficient earnings and unduly low rates since 1907, and the country and the business men are paying the price of neglect, notwithstanding all our efforts to help them. Bricks without straw cannot be produced. High costs, high taxes, and high wages cannot be paid without sufficient rates. The Pennsylvania faced the war of 1861 with average rates of 2½ cents per ton mile, and the war of 1917 with average rates of slightly over 6 mills per ton mile. Yet nearly everything that goes into the expense of railroad operation costs far more now than it did when the Civil War opened. * * *

"Another field for co-operation by state commissions lies in aiding to bring about uniformity of state laws, and may I suggest the usual conclusion, namely, that nothing can be accomplished without adding further bureaus, reports, statistics, investigations, hearings, and detailed action by the various public service commissions of our forty-eight states. * * *

"The day is here for the consolidation and unification of railroad systems. No less than 2,385 separate railroad corporations report to the Interstate Commerce Commission and I hazard the guess that at least 2,300 of them could be merged into the bigger systems with vast benefit to the public and everyone else concerned. * * *

"I wish here to say, most unequivocally, that in my judgment the pooling of traffic by the railroads is essential for the public service and should be affirmatively legalized, not only for the period of the war, but for all time. And I desire to add my belief that the restrictions of the Sherman law should not apply to the railroads, and that mergers and combinations intended to increase efficiency, simplify accounting and eliminate the wastes of competition, should not only be countenanced but encouraged, under public supervision and control.

"I am one of the few railroad men who believe that federal valuation should be pushed to a conclusion, but I wish to voice my deep conviction that it should be a real valuation, based upon a marshaling of facts and data which may be used for any purpose in the future. This is my individual view, based upon a long experience in valuing railroad property for purchase, for leasing, and in cases of acquisition by merger or consolidation.

"Railroad properties are constantly being valued, and are being bought, sold, and leased on such valuations, and have been, frequently, for the last 60 years. It has been possible to do this without encountering the tremendous expense, complications, difficulties and grave differences that are being experienced in the federal valuation, and it will be possible to do so again. I believe that today we can have a real governmental valuation of our railroads, and one that will be of real utility, just as soon as we make up our minds that practical considerations, and not theory, shall govern the procedure."



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A DISAPPOINTED WOMAN

"The train gave an 'awful chug' and I was thrown off," testified Mrs. Emma S. McDermott, a passenger on a suburban train, before a jury in the Superior Court at Chicago, but the jury refused to believe there was any such "awful chug" and Mrs. McDermott lost her case.

On June 16th, 1914, Mrs. McDermott and her sister boarded a southbound local suburban train at the Randolph Street depot, Chicago, at 8 P. M., intending to go to their home near 53rd Street. Both women were frequent commuters and acquainted with the suburban service. Riding in the rear portion of the second coach, Mrs. McDermott soon became engaged in conversation with another woman passenger and lost track of the station stops. When the train arrived at 50th Street, one station north of where Mrs. McDermott desired to alight, the regular stop was made and several passengers left the train. The train crew, seeing no more persons making any move to alight, gave the signal to proceed. About the instant the train started, Mrs.

McDermott left her seat and rushed to the nearest doorway, passed out onto the car platform, hesitated a moment and then stepped off the moving train and fell on the depot platform. The crew and several passengers saw the accident and the train was stopped at once; the woman walked back in the train and rode to next stop, her intended station, where, with the assistance of her sister, she left the depot grounds and walked to her home. This was on Tuesday evening.

According to Mrs. McDermott, she remained in bed the next day, Wednesday; on Thursday she was up part of the time and on Friday she made a trip downtown and walked nearly one-half mile to consult an osteopath, who gave her treatment for a bruised hip, a bruised knee and a slightly sprained ankle. During the ensuing weeks, 28 treatments were given and she then left for Cleveland, Ohio.

Meanwhile, suit had been instituted against the Railroad Company for \$25,000.00.

When the case was reached for trial last month, Mrs. McDermott testified that she and her sister boarded the train at Randolph Street, intending to go to 53rd Street, and that she became engrossed in conversation with another woman who sat beside her. When the train reached 50th Street, this woman proceeded to leave the train and Mrs. McDermott, thinking the 53rd Street depot had been reached, followed close behind; the other woman left the train safely but, as Mrs. McDermott was in the act of stepping off, the train gave a violent lurch, or "awful chug" as it was described, and she was thrown off. Mrs. McDermott testified that she went to Cleveland and later passed through Chicago on her way to California, where she expected to rest up after her alleged injuries. Arriving at Los Angeles, she was under the care of a physician for three months, undergoing a slight operation which, it was claimed, was necessary because of the accident. She then repaired to a sanitarium for rest and treatment, remaining at various health resorts for over two years at the rate of \$25.00 to \$50.00 per week. Returning to the East in the Summer of 1917, she traveled some and then came to Chicago to collect her \$25,000.00.

None of the physicians who took care of the woman during her prolonged stay in the West were present at the trial, nor were their depositions taken to show that the conditions, for which they treated her, were in any way due to the accident. However, there was medical proof to the effect that the bones of the pelvis, the sacro-iliac joints to be exact, were dislocated and pulled apart and that a small piece of bone was missing.

On the Railroad Company's behalf, the Conductor testified that there was no such lurch as described by the plaintiff, and further that the woman, with whom Mrs. McDermott had been conversing, had presented ticket to 57th Street and had left the train at 57th Street, two stations beyond where the accident occurred, and not at 50th Street ahead of the plaintiff. A disinterested non-employee stated that he was a passenger on the train and

alighted at 50th Street; that the train had started to pull out of the station when Mrs. McDermott came running out onto the rear platform of the second coach and deliberately stepped off the moving train; that there was no jerk or lurch of the car and, further, that no woman alighted just ahead of the plaintiff.

An expert X-Ray operator examined the plates introduced by the plaintiff and stated that he could see no such abnormal conditions as described by Mrs. McDermott's witnesses. A well known surgeon also testified that a dislocation or pulling apart of the joints of the pelvis was a condition unknown to the medical profession in a woman or any person over 60 years of age; that these joints became hardened or ossified in middle life so that they could not be dislocated; also that a fall, which would have broken any of the pelvic bones, would be such a serious accident that a person would be disabled immediately and would not be able to get out of bed for months, if ever.

It took the jury but a short time to decide that the Railroad Company's employees did not jerk the train and that the plaintiff alone was responsible for her fall.

Local Attorney V. W. Foster tried the case for the Railroad Company and is receiving the congratulations of his friends and admirers on convincing the jury that the Railroad Company was not to blame for the deplorable accident.

AN UNNEIGHBORLY NEIGHBOR

Leland Oates filed suit against the Illinois Central at Greenville, Ky., for \$150.00, the value of a mule which he claimed was fatally injured by reason of stepping into a post-hole on the right of way of the Railroad Company. Mr. Oates was the only witness to the accident. The case was tried recently and the Railroad Company won it. Mr. Oates has not lived in a very neighborly fashion with the Railroad Company. He has been a frequent litigant. He has never been inclined to compromise his claims, but has usually rushed into court with them. He caused the Company a lot of

trouble and expense in regard to the mule which he claimed stepped into the post-hole. He also caused himself right smart trouble and expense.

W. C. FIELD FILES RAILROAD CLAIM AND GETS HIS MONEY IN TEN DAYS

"A big corporation can act quickly when it wants to," said W. C. Field Wednesday morning. "When I arrived in Chicago a week ago Sunday my wife and daughter were there with an automobile to bring me the rest of the way home. As we drove under the Illinois Central subway at Fifty-Third street, a piece of steel fell from somewhere above, split its way through the top of the automobile and hit my daughter on the shoulder, damaging her coat. When we got to Decatur I filed a claim with the Central. Yesterday I received a letter saying that my claim for \$45 had been allowed. That is about the quickest action I know of on the part of a railroad company."—*Decatur (Ill.) Review of Oct. 11th, 1917.*

FIRE CASES TRIED AT BENTON, ILLINOIS

Some cottages were destroyed by fire about 8:30 P. M. November 4, 1916, at Buckner, Ill. They were located about one hundred feet north of the Illinois Central Railroad track and about half a mile east of the station at Buckner. There was no cause to believe that the Railroad Company had anything to do with setting out the fire. Six persons, however, sustained losses in the fire, aggregating \$2,500.00. Several weeks after the fire, the Railroad Company was first notified by an insurance adjuster who represented Companies holding policies on the damaged property that the fire had been set out by sparks emitted from a passing engine. In due course suits were filed against the Company and they were tried during the latter part of September at Benton by Local Attorney Moses Pulverman. The worry and anxiety to the representatives of the Company occasioned by the necessity of defending these suits was very great. A number of

witnesses, however, were finally located and testified at the trial. It was sought by the parties who sustained damages to prove that the sparks which set out the fire were emitted from the locomotive drawing train No. 623, but Claim Agent Jay and Local Attorney Pulverman were able to find a large number of witnesses who said that the fire was raging when No. 623 passed, and the jury was convinced of this fact and acquitted the Railroad Company of any blame for the fire.

IS IT RIGHT?

The accompanying picture shows stock grazing on the waylands of the Railroad Company at Isola, Miss. The picture was taken on August 23, 1917. Other stock were grazing on the waylands in the same vicinity at the time the picture was taken, but were not close enough together to be included in one picture. Such stock are valuable and if killed by trains the waste is complete. No one is benefited. In addition, trains are frequently derailed and passengers and trainmen injured or killed by reason of striking stock. Depot grounds cannot be fenced. A large percentage of the stock killed by railroads are killed within the station limits. This is a risk which the public could remove, but which it does not remove, and the railroads are compelled to operate trains with this danger confronting them. If the stock are killed, the railroads are usually held responsible. Cases where they escape responsibility are the exceptions to the rule. If trains are derailed and employes and passengers are injured or killed, the railroads are usually held responsible for that also. Is it right? Think it over and determine the question for yourself.

FENCES IN THE STATE OF LOUISIANA NOW PROTECTED BY A RIGID LAW

In the State of Louisiana the railroads have had great difficulty in maintaining their fences along the waylands. At some places in Louisiana the Illinois Central Railroad Company has fenced and re-fenced the waylands repeatedly. Any



STOCK GRAZING ON THE RAILROAD PROPERTY AT ISOLA, MISS.

person who found the fence an inconvenience did not hesitate to cut the fence, or destroy it. This practice greatly discouraged the railroads in building fences along their waylands in Louisiana. In order to cure this difficulty, the recent session of the legislature of the State of Louisiana passed an Act making it a felony for any person to wilfully or maliciously burn, tear down, cut, break, or tear loose any fence, or part thereof, or otherwise impair or destroy fencing belonging to any person, corporation, or institution, and providing a very severe penalty for the violation of the Act, which reads as follows:

“Section 1. Be it enacted by the General Assembly of the State of Louisiana, That whoever shall wilfully and maliciously burn, tear down, cut, break, tear loose or down any fence, or any part thereof, whether constructed of wire or wood, or both, or of any material, or shall otherwise impair or destroy such fence, when the same encloses and protects the field or pasture, or any other lot of ground belonging to any person, corporation, or institution, or shall cause the same to be done without the consent of the owner thereof, shall be deemed guilty of a felony, and on conviction thereof, shall be imprisoned at hard la-

bor for a period of not less than one year nor more than five years at the discretion of the court:

Section 2. Be it further enacted, etc., That all laws or parts of laws in conflict herewith are hereby repealed; provided no offense heretofore committed against the laws so repealed shall be condoned by this repeal, or the prosecution thereof in any wise abated or affected.”

BIG SUIT FOR KILLING STOCK WON BY RAILROAD COMPANY

On the night of April 2, 1917, eight mules and one horse were killed by train No. 7 just north of Como, Miss. The eight mules were the property of Mr. A. F. McGehee, of Como, and the horse belonged to one of his tenants. It was impossible to compromise the claims with Mr. McGehee at reasonable figures and he filed suit against the Railroad Company for \$1,485.00. Mr. McGehee is one of those who believes in exacting the “full pound of flesh” from the Railroad Company in the matter of claims, so it was decided to let the courts determine the responsibility for this accident. Engineer David was at the throttle of the engine drawing train No. 7, which is the Panama Limited, perhaps the finest train in the world and one of the fastest. He

testified at the trial at Senatobia recently that he was pulling one of the best equipped trains in the world; that his engine, air-brakes and every other appliance were in perfect working order, and that his engine was provided with a Buda-Ross electric headlight and that there was no better headlight manufactured. He said it was a very stormy night; the rain had been pouring down in torrents, and that in consequence the ditches and streams were swollen. He was running about forty-five miles per hour when he first saw the mules on the

was concluded, the trial judge ruled that Mr. McGehee had failed to make out a case against the Railroad Company and he directed the jury to return a verdict for the Railroad Company, and thus the law suit ended.

WON VERDICTS FOR THIRTY-FIVE CENTS EACH

At the recent term of the Circuit Court of Panola County, Mississippi, the cases of J. J. Still, G. L. Dees, S. M. Lewellyn and L. E. Anderson against the Illinois



CLAIM AGENT HAGAN LOOKING OVER A BUNCH OF PROSPECTIVE CLAIMS DOWN IN MISSISSIPPI.

track about 250 or 300 feet ahead. He immediately shut off the steam and applied the emergency brakes, but it was too late to avert striking the animals. Running over the mules caused the cylinder cocks to be torn from the right side of the engine and some of the tie rods of the brakes were also torn off. Mr. David testified that his fireman was busy putting coal in the fire box at the time of the accident.

Mr. David had a double motive in trying to stop before striking the mules. He wanted to save the mules, but he feared most for the safety of his train and his passengers and his own life, and the lives of his fellow-employees. When all the testimony on both sides

Central was tried. These parties sued for \$2,000.00 each, and won verdicts for the sums of thirty-five cents each, or a total of \$1.40. They purchased tickets from the C. R. I. & P. at Little Rock, Ark., through to Batesville, Miss. They claimed that they were told by the agent of the C. R. I. & P. that they would reach Memphis in time to make connection with I. C. train No. 3 and would be entitled to ride on that train to Batesville. They arrived at Memphis at about 6:00 A. M., August 27th, but were not permitted to board train No. 3 because that train did not make the stop at Batesville, and this was shown in all of the advertisements of the Company. They remained in Memphis until 5:10 that even-

ing and reached Batesville at 7:40, two hours and thirty minutes later. They claimed that on account of getting to Batesville so late, they were compelled to walk to their respective homes in the country through the rain and mud and were made sick and suffered great mental pain and anguish of mind, but they could have left Memphis on the local train at 8:15, which arrived at Batesville at 10:34 A. M. They testified that they knew of this train, but were relying altogether on what the Rock Island agent at Little Rock had said to them about taking the fast train. Two days of the valuable time of the court was taken up in the trial of these cases. Two days of the valuable time of a number of railway employes was also lost.

SOUTH DAKOTA TO STOP TRESPASSING ON RAILWAY TRAINS

The State of South Dakota is determined to break up the practice of trespassing upon railway trains in that State, and thus reduce the large number of fatalities which annually result from trespassing. Following is the full text of the law enacted by the last session of the legislature of South Dakota, which was approved March 10, 1917:

§ 1. It shall be unlawful for any person, either individually or as a member of any mob, band or assembly of persons to in any manner enter upon, occupy or appropriate any part of any railway train or railway equipment, used or useful in the transportation of passengers or property, or, in the maintenance or operation of any line of railway in this state, except by permission of the conductor in charge of such train, or for the purpose of riding thereon in a proper and lawful manner as a passenger at the regular rate of fare prescribed by the tariffs of said company, and in the regular coaches or cabooses provided for the regularly established stations. This section shall not apply to officers or employes of the company or peace officers in the discharge of their duty. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor.

§ 2. It shall be unlawful for any per-

son, either individually or as a member of any mob, band or assembly to enter upon, occupy or appropriate any part of any railway train or of any railway equipment used or useful in the transportation of passengers or property, or, in the maintenance or operation of any line of railway in this state, armed with any instrument or weapon of any kind, for the purpose of committing any offense, or to ride in any other than the usual proper and lawful manner at the legal rate of fares prescribed in the tariffs of the railway company, and in the proper coaches or cabooses, provided for that purpose.

Any person violating the provisions of this section shall be deemed guilty of a felony, and upon conviction thereof, shall be punished by imprisonment in the state penitentiary not exceeding five years or fined in a sum not more than one thousand dollars (\$1,000.00), or, by both such fine and imprisonment, in the discretion of the court.

§ 3. Police power is hereby conferred upon every conductor in charge of trains upon lines of railroads in this state, and authority is hereby given every conductor while upon duty upon any train or car, to arrest every person who shall violate the provisions of this act, and to deliver him, or them, to a sheriff or police officer at any station where such officer may be found, and it shall be the duty of such officer to make a complaint, which complaint may be made upon information and belief against such person or persons.

§ 4. Whereas the purposes of this act are deemed to be a public necessity, an emergency is hereby declared to exist and this act shall be in effect on and after its passage and approval.

Approved March 10, 1917.

A CORONER'S JURY MAKES RECOMMENDATION TO REDUCE AUTOMOBILE FATALITIES AT CROSSINGS

George Clodi and Lewis Newman were fatally injured at Aroma Park, Ill., October 14, 1917, on account of having been struck while riding in an automobile by the locomotive of train No. 18

on the Big Four. The Coroner's verdict in this case was as follows:

"Caused by an automobile in which they were riding being struck by engine of train No. 18, of the C. C. C. & St. L. R. R. on second crossing south of Aroma Park Station. We find that the train crew are in no way to blame, but this accident is due to the lack of proper care and caution on the part of the occupants of the automobile in approaching the crossing.

"We, the jury, recommend in order that such sad accidents may be greatly reduced in number, that all drivers of automobiles upon approaching road crossings shall STOP, LOOK and LISTEN."

Kankakee, Ill., Nov. 2, 1917.

Mr. H. B. Hull:—

I am obliged to again call your attention to standing of the Il-

linois Division according to the recent monthly reports from your office.

Damage to Stock Settlements, Aug. 1917	Rank 2
Damage to Stock Settlements, Jan. to Aug. 1917.....	Rank 1
Personal Injury Settlements, Aug. 1917	Rank 2
Personal Injury Settlements, Jan. to Oct., 1917	Rank 1
Personal Injury Settlements, Sept. 1917 (Foot slipped)	Rank 10
Damage to Stock Settlements, Sept. 1917	Rank 1

Our sudden rise in temperature for personal injury settlements in September was the disposition of a number of auto cases.

Yours very truly,

CHAS. D. CARY.

Unreasonable Speed Restrictions

Employees and Non-Employees Write About Vice President Foley's Latest Letter

Memphis, Tenn., October 31, 1917.

Mr. T. J. Foley,

Vice-President Illinois Central R. R. Co., Chicago, Ill.

Dear Sir:

Your letter 27th ult. addressed to Enginemen and Trainmen received. I have read it carefully and thoughtfully. You have certainly succeeded in making clear one of the great obstacles to railroad transportation; the thing which we all knew but which never before had been so clearly stated in a letter. Unreasonable speed regulations are hard on the railroads but they are harder still on trainmen and enginemen because they are the ones upon whom the blame falls heaviest when there are violations. I hope that your letter will be widely read because I believe the people want to be fair and that if they will read your letter they will see the great injustice of these unreasonable speed regulations, and that they will right the wrong which they are doing the railroads and particularly the trainmen and enginemen.

You hit the nail squarely on the head when you say that railroad men should not be required to become lawbreakers. If we should comply with all of the speed laws and thus reduce the running time of our trains from twenty-five to fifty percent there would be an avalanche of complaint. The people would not stand for it. The Government would not stand for it. The railroads would be immediately charged with incompetency. They would be charged with obstructing the Government in its efforts to win the war. Such a howl as has never been heard before would reverberate throughout the country. But if in doing the thing which the public requires us to do, that of violating the speed

regulations, and there is an accident, some heedless, thoughtless person, without looking or listening or doing anything for his own safety, gets in front of a locomotive and is killed, there immediately arises a storm of indignation in the immediate community where the accident occurred. The railroad is charged with negligence and perhaps the train crew is charged with criminal negligence or manslaughter for violating the speed law. The whole community becomes imbued with the belief that railroad men are criminals. This feeling spreads from one town to another and crystallizes. It is argued that the man who lost his life had a right to expect that the train was not running faster than six miles per hour; that he would have gotten across in safety had the train not been running faster than six miles per hour, and the worst of it all is that some of the courts actually take this view of such a case. Looking at the thing in a dispassionate way, can any one imagine a greater injustice? One-half the prejudice existing against railroad men is on account of violation of speed regulations which the public requires them to violate. Just think of that. I hope and believe that your letter will have the effect of convincing all fair-minded people that railroad men are not so bad after all; that they are only doing that which the public requires them to do, which the Government expects them to do—that of running trains carrying the commerce of the country without unnecessary delay.

I think all railroad men will appreciate your effort in showing this thing up in its true light; in other words, defending them. They do not want to break the laws of the towns and cities through which they run; laws which cannot be complied with and which the public would not have obeyed should be repealed.

I took the liberty of sending copies of your letter to a few prominent citizens located along my run. I am enclosing to you herewith some replies which I have received.

Yours truly,

C. J. Barnett Locomotive Engineer.

Following are the replies from citizens which Mr. Barnett received:

Hernando, Miss., Oct. 24, 1917.

Dear Mr. Barnett:

Your letter of the 22d inst. with that of Mr. Foley's read with interest, and I can say that we heartily endorse this move to remove any and all speed restrictions from the railroads so that their maximum efficiency may be attained for the benefit of both the nation and the people. Very truly yours,

A. L. Emerson.

Duck Hill, Miss., Oct. 24, 1917.

Mr. C. J. Barnett,

327 N. McNeill Street, Memphis, Tenn.

Dear Sir:

I beg to acknowledge receipt of your letter of the 23d inst., together with enclosure in regard to speed restrictions.

I heartily agree with the gentleman in this particular, and believe that the railroads of the country should receive every consideration possible; that they are the arteries of commerce, and absolutely essential in times of peace, and indispensable at the present time. It is my opinion that the speed restrictions should be removed, and permit the railroads of the country to render the maximum amount of service which is needed at this time, thereby doing their "bit" toward the prosecution of the war.

Yours very truly,

C. A. Wilkins, Cashier.

Courtland, Miss., Oct. 23, 1917.

C. J. Barnett, Memphis.

My Dear Sir:

I am in receipt of yours of 19th and note very carefully the contents of enclosure. I, as well as you, appreciate the fact that the R. R. Co. is doing all in its power to expedite matters, and should be helped in every way possible. I am persuaded that Mr. Foley is eminently correct in his opinion as to the removing of restriction as to crossings. I have always felt that the R. R. Co. was very much imposed upon in many respects, especially as to being unnecessarily detained at crossings, and by having to slow down at places where it costs time and money to get in motion again. We shall be glad to co-operate with you in any way we can in our town. As you know we have never forced you to respect the "speed limit" in our town.

Yours for service,

Fred A. Lamb.

Mr. J. C. Barnett.
Memphis, Tenn.

Nesbitt, Miss., Oct. 25, 1917.

Dear Sir:

I had no idea that the "speed limit" in small towns, where it is unnecessary, amounted to so much. I think the "speed limit," should be abolished and let the trains "go through."

Very truly,

C. A. Worthy.

Vaughan, Miss., Oct. 24, 1917.

Dear Sir:

In reply to your request to let you know what I think of Mr. T. J. Foley's letter, I have this to say:

Let all trains have the right of way.

I heartily commend Mr. Foley's letter and think that especially in this critical time that all speed restrictions should be removed to allow transportation of all kinds to move as fast as possible. I think that every man should do his bit to aid in the transportation of this country's products, munitions and every thing that might help to win this great war.

I believe that if the enclosed letter of Mr. Foley's was read to the village, town and city authorities that they would remove all speed restrictions.

Hoping that the few lines I have written will aid in some measure to remove all speed restrictions, I am,

Yours truly,

W. J. Hewitt.

Vaiden, Miss., Nov. 1, 1917.

Dear Mr. Barnett:

I received your kind and welcome letter. Daddy said, tell you, he thought the same as Mr. T. J. Foley. I am in the seventh grade. I live in the house next to the gin.

I sure do appreciate your papers and letters. Will close. Answer soon.

Your little friend,

(Miss) Johnnie Rogers.

Canton, Miss., Oct. 30th, 1917.

Hon. Chas. Barnett,
Memphis, Tenn.

My Dear Friend Charlie:

I am just in receipt of your letter and copy of letter to Trainmen and Enginemmen.

I have carefully examined all details and I am of the opinion as well as a great number of others that at this critical period we should at least consider the needs of a road like the I. C. Personally, I see what a hardship it is for the road to live up to the many restrictions placed on said road by the different towns and villages through which the road runs.

The I. C. should have no trouble at all in having these restrictions removed, if they continue to serve the people as they have in the past.

I want to assure you if I can be of any assistance, communicate with me.

Your friend always,

H. T. Huber.

We print below more letters from employees, drawn out by the Vice President's letter, which will be found both interesting and instructive:

Cherokee, Ia., Oct. 8, 1917.

Dear Mr. Foley:

Allow me to say that your letter, giving information as to what the railways have been doing and how they will be able to do more in helping to win the war if not hampered by speed restrictions is the best I have seen for many a day. All good loyal Americans who read your letter should stop, look and see, that railways are given a clear track and a signal that they may be speeded up to the highest notch in handling the commerce of this country.

Yours truly,

J. F. Tarel.

Centralia, Ill., Oct. 8, 1917.

Mr. T. J. Foley,

Vice-President I. C. R. R. Co., Chicago, Ill.

Dear Sir:

In reading your circular letter No. 2 to trainmen and enginemen, I am conscious of the fact these figures are exceedingly large, and as your letter states, due to what we term *slow towns*. I have *always* been of the opinion that it caused the general public to become careless and indifferent in crossing tracks, knowing that trains were required to reduce speed through these so-called slow towns, and as an engineer I have observed that where trains were not restricted people kept clear of the R. R. tracks when they heard trains approaching, knowing they were coming at high speed. I have never in a single instance come close to hitting anyone where no restrictions existed but, on the other hand, I have in several cases nearly struck pedestrians and vehicles in the slow towns; this has been my experience as a locomotive engineer.

I am confident that if the officials of these towns where they have restrictions were shown a few figures such as you have in this letter No. 2, also could hear the experiences of the engineers along these lines, they would at least, the greater part of them, raise or cancel the restrictions. A good talker, armed with a few good letters and some figures to back them, going to these towns, mostly villages, taking the agent of the company, and have a good heart-to-heart talk, might do much good. Rest assured I shall do all I can. I beg to remain,

Respectfully yours,

C. E. Spaulding,

Engineer St. Louis Division, Centralia District.

Wilson, La., Oct. 14, 1917.

Mr. T. J. Foley, Vice President,
Chicago, Ill.

Dear Sir:

I have just read over copy of your letter mailed me by some one, with interest; it brings out before the people what little things amount to. I am a member of the town council here at Wilson. We have no speed limit for trains through our town. We passed an ordinance recently, requiring automobiles to stop before going over railroad crossings. The most of our employes on this division live along the line, at the little towns, and I see no reason why the speed limit couldn't be done away with, at all these points, and believe it could be easily done, if our local officials would visit these towns, and talk to the business men about it. These laws were passed years ago when people had it in for the railroads, but it is different now; people are more friendly to the railroads, and their employes. We have a much better class. Wishing success in this move.

Very respectfully,

J. R. Smith, Engineer.

McComb, Miss., Oct. 6, 1917.

Mr. T. J. Foley,

Vice President Illinois Central R. R., Chicago, Ill.

Dear Sir:

Your circular letter, "No. 2," at hand this date, which I found most interesting and good reading for anybody. I will certainly give my hearty co-operation toward eliminating these useless speed restrictions. I would like to get several copies of this letter for distribution to the public if you consider it proper for me to do so as I think it would bring about good results. Awaiting an early reply, I beg to remain,

Yours truly,

E. G. Stanton,

Engineer Louisiana Division.

214 Georgia Ave.



BAGGAGE AND MAIL TRAFFIC DEPARTMENT

Increase in Postage Rates Effective November 2, 1917

To All Officers and Agents:

Under the Act of Congress approved October 3 and effective November 2, 1917, the rate of postage on first class mail matter, letter mail and all matter which is sealed, will be increased from 2c to 3c per ounce or fraction thereof, and postal cards will require 2c postage instead of 1c. There is no increase on circular or printed matter or parcel post.

The increase in postage on letters does not apply to letters addressed for delivery in same town in which the letter is mailed, even though there is letter carrier delivery; neither is there any increase in postage rate on letters addressed to persons on rural routes starting from the post office in town or city in which the letter is mailed, but postal cards will require 2c postage, regardless of destination.

All concerned will please give this matter careful attention in order that proper postage may be applied under the new law and exercise particular care not to affix postage at the 3c rate on letters addressed to the town in which they are mailed.

Future supplies of company postal cards will have 2c stamps. Until present supply is exhausted, a 1c stamp must be affixed to each postal card in addition to the 1c stamp printed thereon.

H. L. Fairfield,

Manager Baggage and Mail Traffic.

Death of Mr. Walter Kirk

Mr. Walter Kirk, Milk Agent, died at the Sherman Hospital, Elgin, Ill., November 6th, after an illness extending over a period of more than three months.

Mr. Kirk was born in 1867 and entered the service of the Illinois Central in 1893 as passenger brakeman. He was promoted to the position of Milk Conductor in 1897, was made Milk Agent in 1901, and in that capacity was of great value to the Company,

owing to his intimate knowledge of the dairy industry and conditions.

Through his activities as Milk Agent Mr. Kirk made many warm friends for himself and the Company among the milk producers and dealers and was largely instrumental in developing our present highly efficient dairy service.

His death is mourned by a large number of the Company's officials and employes with whom he came into contact during his many years of service.

Christmas Mail for American Forces Abroad

Washington, D. C., Oct. 3, 1917.

To the Public:

The time is approaching to give thought to bringing Christmas cheer to the American soldiers and sailors abroad.

Arrangements have been perfected whereby the Christmas mail to the American Expeditionary Forces in Europe is to be delivered by Christmas morning. Without the fullest co-operation on the part of the public it will be impossible to accomplish this result.

The three essential respects in which the public can aid in assuring a happy Christmas at the front are: Mail early, address intelligently and pack securely. For this reason it is urgently requested that all persons having Christmas mail for the soldiers and sailors and the civilian units attached to the army in Europe observe closely the following directions:

1. Mail to reach the soldiers in France by Christmas morning must be posted not later than November 15th.

2. Every package must bear conspicuously the words "Christmas Mail," the complete address of the person for whom it is intended, and, in the upper left-hand corner, the name and address of the sender.

3. Every parcel must be so packed and wrapped as to admit of easy inspection by the postmaster. No parcel will be dispatched to France which has not the postmaster's certificate that it contains no prohibited articles.

A. S. Burleson,
Postmaster General.
Newton D. Baker,
Secretary of War.
Josephus Daniels,
Secretary of the Navy.

Appointments and Promotions

Effective Nov. 1, 1917, Vice-President W. L. Park was granted a leave of absence to accept service with the Chicago Great Western Railroad Company as First Vice-President for the duration of the war. He will, under the direction of the President, have charge of all departments.

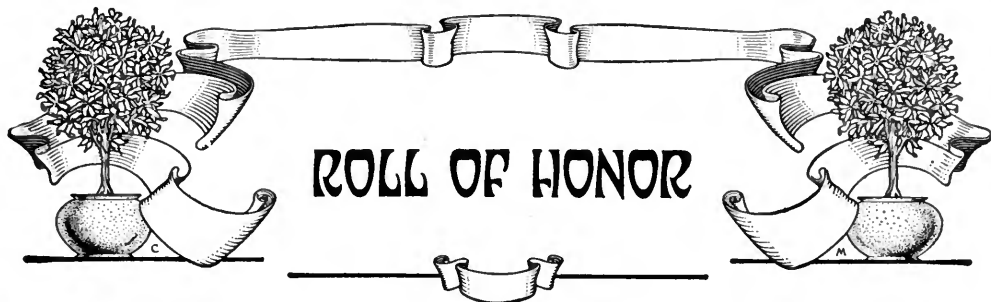
Effective Oct. 18, 1917, Mr. Frank Walker is appointed Train Master of the Springfield District with headquarters at Clinton, Ill., vice Mr. Harry L. Moffett, deceased.

Effective October 24, 1917, Mr. Jesse E. Rhodes is appointed General Car Agent, with office at Chicago.

Effective October 10, 1917, Mr. B. T. Breckenridge is appointed Assistant General Freight Agent, with headquarters at Louisville, Ky., vice Mr. J. L. Durrett, given leave of absence on account of ill health.

Effective October 10, 1917, Mr. Charles L. Netherland is appointed Commercial Agent, Evansville, Indiana, vice Mr. B. T. Breckenridge, promoted. Office, 126 Main Street.

Effective October 10, 1917, Mr. Carl C. Backus is appointed Assistant Commercial Agent, Chicago, vice Mr. Charles L. Netherland, promoted. Office, 800 Edison Building.



ROLL OF HONOR



LUTHER BACKUS.

MR. Luther Backus, agent at Dixon, Ill., retired on pension November 1st, 1917, after 49 years service. Mr. Backus was born at Grand Detour, Ill. March 6th, 1848, where he attended school until he was ten years of age, the following four years being spent in working on farms in the summer and attending school in winter. He worked in the Plow Factory at Grand Detour the summer he was fifteen, and the following fall and winter saw him in the mills and woods of the Wisconsin pinery ten

miles from Wausau. The following spring he helped raft a fleet of lumber at Kelly, Wis., and pulled an oar on the raft from that point to Keokuk, Iowa.

In the winter of 1864 he enlisted in the Army of the North and served one year.

After the war he went to Chicago where he attended Eastman's Business College for four months, afterwards obtaining a position in American Express Company's office at Dixon, Ill., he holding this position until February, 1868, when he resigned on account of ill health, when he again went into the Wisconsin pinery and kept books at Kelly, Wis. He returned home to Grand Detour about October 1st, 1868.

Mr. Backus entered the service of the Illinois Central as clerk in the Dixon Freight office November 2nd, 1868, and remained in that position until April 30th, 1880, when he resigned to accept a similar position with the Chicago and Northwestern Railway at Dixon.

Mr. Backus accepted the Agency of the Northwestern at Nachusa, Ill., on February 17th, 1881, and remained in this position until May, 1882, when he resigned and entered the coal business at North Dixon which he operated until June, 1883, and while at this point he took care of the station work of the Illinois Central.

In April, 1883, Mr. Backus went to Huron, Dakota, to work in the Northwestern freight office, returning to Dixon in June of the same year to close out his coal business. A few days after returning to Dixon Mr. Backus accepted the Agency of the Illinois Central at Le Mars, Iowa, which position he held un-

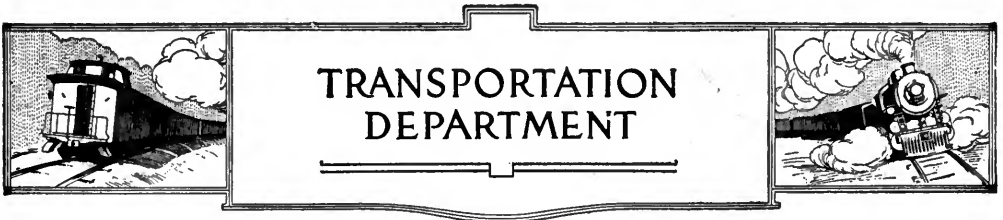
til December 19th, 1887, on which date the Illinois Central completed their line to Sioux Falls, Dakota, and Mr. Backus was appointed as Agent at this place, remaining there until December 4th, 1889, when he accepted position as Chief Clerk in Local Freight office at foot of South Water Street, from which position he was transferred to Agent at Dixon, Ill., July 16th, 1890, where he has been till the present date.

In retiring from the service the Illinois Central is losing one of its most loyal, faithful and conscientious employes, and his many friends and acquaintances will indeed be sorry to hear of his retirement from active service, and they in conjunction with the Management wish him many long and prosperous years in return for the years spent with them.

Illinois Central Band Serenades Cook County Infirmary

"On Friday, October 14th, the Illinois Central R. R. Band of Chicago serenaded the old folks at Cook County Infirmary, Oak Forest, Ill. A very pleasant evening was spent. The cornet and baritone solos by M. and V. Morrie were received with great applause. Four gentlemen from the south side, namely, Tolone, Parise, McLaughlin and Gooltz, furnished the machines gratis to carry the band to and from Burnside to the institution. After the program was finished, the superintendent presented Mr. Fraser with a bouquet of carnations. A very

fine spread was furnished by the general superintendent, and after justice had been done to the edibles, the bandmaster, on behalf of the Illinois Central Band of Chicago, thanked the general superintendent for the kind hospitality shown the band. This is the first time that the band has had a chance to alleviate the suffering of the poor, and I hope it will not be the last, as it is the motto of Mr. Fraser to do good whenever he can. Great praise is given to Mr. V. Morrie for getting up the trip."



Illinois Division Staff Meeting Held in Superintendent's Office, Chicago, August 27, 1917

PRESENT:

H. Battsfore, Superintendent.
 H. C. Eich, Master Mechanic.
 P. K. Hanley, Train Master, Kankakee.
 E. H. Baker, Train Master, Champaign.
 W. H. Donley, General Foreman, Champaign.
 F. Reidemann, General Foreman, Kankakee.

W. J. Fagan, Claim Clerk.
 W. C. Costigan, Road Master.
 F. Berguson, Chief Accountant, Burnside.
 J. T. Stanford, Chief Clerk to Superintendent.

VISITORS:

L. A. Downs, General Superintendent.
 The constant increase in operating expenses having been so alarming, the

opportunity presented by regular quarterly meeting was taken to make a thorough analysis of all expenses, both fixed and fluctuating, on the Illinois Division and if possible devise means whereby they could be better controlled and reductions made wherever possible.

A careful examination was made of each fixed position on the division and it was found that in some instances we are now working short-handed and with really less help than is necessary to properly handle the work, which has greatly increased, due to an increase of over 25 per cent in business as compared with last year. A number of stations where helpers are authorized are now getting along without them, due to some of the helpers having been promoted and being used as extra agents and operators during vacation periods and others having left the service and the inability of the station school to furnish new helpers to replace them. This shortage, while not as yet having reached a serious stage, nevertheless is handicapping various stations to a certain extent and necessitates paying of overtime to agents who are required to handle mail outside of their regular hours. It also develops that it will be necessary to put on six additional car inspectors at Champaign old yard, account using the old yard to handle trains, due to heavily increased business and the only reduction in regular positions that it was found possible to make was one clerk at Bradley, at which point business fluctuates, there being certain periods of the year, account shipment of implements and other products of the factories at that point which are much heavier than others, and the \$55.00 clerk who was put on last spring, when the heavy season for these factories began, was taken off and it was the consensus of opinion that no other help could be spared in any department; therefore, it was necessary to report to the management in response to request received for reduction of expenses that no reduction could be made in this direction.

The staff then entered upon a discussion to determine by what other means, if any, reductions could be made and statement, which is quoted herein, showing performance of freight service for the first nineteen days of August, 1916 and 1917, also for the months of June and July, 1916 and 1917, was read and while it will be noted the total expense this year was much greater than for similar period last year, the statement indicates, after eliminating items of expense entering into our performance this year which the division was not in a position to control, namely: the increases resulting from the operation of the Adamson Law, increased wages and increased price per ton for engine fuel; our efficiency in freight train operation was considerably higher during the periods covered in 1917 than it was last year, the cost per 1,000 ton miles this year amounting to 23.98 cents as against 24.47 cents last year, showing that our train load has been increased which, it is believed, under present conditions and with continuation of present volume of business, is the only recourse we have to save money. The chairman, therefore, emphasized as strongly as he could the necessity of maintaining our tonnage rating at all times and avoid the operation of a single engine without full tonnage and to increase, whenever possible, the train load, regardless of the established rating and this plan will be followed and it is anticipated we will be able to continue to make a favorable comparison with last year, taking into consideration the items referred to above which have been added to our operating expenses and over which we have no control.

Exhibit Showing Performance Freight Train Service, Illinois Division, August 1 to 19, 1916-1917, and for the Months of June and July, 1916 and 1917.

August 1st to August 19th Inclusive:

	1916	Increase	1917	Percent
Number of Trains.....	1,334	248	1,582	.1859%

Train Miles	171,590		
140,216	31,274		.2230%
Actual Ton Miles.....	364,891,626		
290,633,734	74,257,892		.2555%
Av. Mi. Per Train.....	108.46		
105.10	3.36		.....
Av. Ton Mi. Per Train.....	230,652		
217,866	12,786		.....
<i>May, June and July, 1917, compared with same period, 1916:</i>			
Fr. Tr. Expenses.....	\$433,898.80		
\$304,978.06	\$138,920.74		
Fr. Tr. Mileage.....	802,991		
640,942	162,049		25%
Actual Ton Mileage.....	1,574,074,497		
1,246,303,535	327,770,962		26%
<i>Increases Due To:</i>			

Adamson Law			
\$43,508.29		\$43,508.29	
Wages			
2,861.19		2,861.19	
Price Per Ton Coal.....			
19,958.25		19,958.25	
\$66,327.73		\$66,327.73	
Total Expenses, 1917.....			
.....		\$443,898.80	
Less Above Increase.....			
.....		66,327.73	
Net			
.....		\$377,571.07	

Comparing above net total expenses with total expenses for 1916:

This year will show an increase of	23%
Actual Ton Miles, an increase of....	26%
Train Miles, an increase of.....	25%
Cost per 1,000 Ton Miles, 1917..	.2398%
Cost per 1,000 Ton Miles, 1916..	.2447%

After the discussion of freight train service had been concluded the expense of the Mechanical Department was analyzed and it was found that, eliminating the increase due to increased wages, a very favorable comparison with our performance last year was evident, at some points the cost per engine for handling being even less than the same period, 1916. The master mechanic stated that at the present time it was not consistent or practicable to expect to make any re-

duction in roundhouse expense from the fact that we are endeavoring to get all of our power in such shape as will enable us to go through the winter season without being handicapped by taking engines in during the height of the winter business for repairs. This plan has been followed heretofore and the result each year has been highly satisfactory and the Mechanical Department is to be commended on the efficient manner in which our power has been maintained. In the course of the discussion on mechanical expenses attention was called to a letter received some time since from the general superintendent concerning a visit paid by the general manager to a certain shop at night, during which he observed a great many men idle or not employing their time to the best advantage. It was stated that while this condition is liable to prevail on any division and there are times when it is not possible to keep all the force busy, due to fluctuations in service resulting in certain periods of the day or night when it is not necessary to work the entire force to the extent of their capacity because of the engines not coming, nevertheless, at other periods during the same day it is necessary to work the entire organization at maximum speed to avoid delaying power which may be needed to move trains. It was stated, however, on this division the general foreman at each shop is required to make a night inspection trip through the shop at stated intervals each month and report to the master mechanic his findings. This system was established some two or three years ago and has worked out very satisfactorily and it is believed that very little is being lost as result of idleness. Nevertheless, this feature will be closely watched and if any irregularities of this kind should develop necessary action will be taken immediately to correct them.

Road Department expenses were next discussed and it appeared that the principal difficulty in this department is the inability to secure sufficient labor to carry on the work authorized or even ordinary maintenance work. The roadmaster explained at some length the seri-

ousness of the situation in this respect in his department and the condition with which we are confronted at this time so close to the winter season, when a great deal of the work now being delayed because of shortage of labor could not be handled even were the supply of labor unlimited. This condition prevails despite the large increase in the rate of wages paid and Mr. Costigan urged that everything possible be done at once to increase the labor supply. He was informed that the matter had been taken up with the General Offices repeatedly and it was felt they are doing all in their power to relieve the situation. As for monthly positions in this department there has been no increase except increased wages and it was not considered possible to make any reductions. On the other hand, Mr. Costigan renewed his previous requests for additional help in his own office and in the assistant engineer's office, to enable him to handle the increased work resulting from unprecedented number of improvements authorized this season. Recommendations have been made for an additional clerk in the roadmaster's office and an additional man in the assistant engineer's office, but as yet these recommendations have not been acted upon favorably.

Fuel Consumption

In connection with the discussion of expenses it was considered appropriate to devote some time to the question of fuel economy. Attention was called to the fact that there had been a slight increase in the number of pounds of coal consumed per 1,000 ton miles and per 100 passenger car miles this year, as compared with last and the superintendent asked to be enlightened as to the cause of this increase, which appears to be rather inconsistent. Trainmaster Hanley responded by stating that, in his opinion, based on comparisons made, that one thing that contributed to the increase was the slow movement of trains on the Chicago Terminal in both directions, stating that there had been a decided slowing up in this movement, the cause of which he was unable to explain.

This condition has a decided influence on the consumption of coal and it is thought some reduction can be made if the movement of trains on the Terminal can be speeded up. However, the principal cause of the increase, without doubt, is the number of inexperienced firemen it has been necessary to use this year, since the Adamson Law became effective and our yard engines were placed on an eight-hour basis. This, in connection with the increased business, necessitated promoting a great many firemen to engineers or using firemen who had already been promoted but had done no running as engineers. This in turn resulted in placing on both passenger and freight engines inexperienced or partially inexperienced firemen, who naturally could not be expected to be as efficient in the use of fuel as the older men and the same is equally true of the recently promoted engineers, who naturally would not be able to work their engines in a manner calculated to induce the highest efficiency in fuel consumption. This condition is fully appreciated by all concerned and the traveling engineers are now making a specialty of it, endeavoring to educate the new runners and new firemen in the best system of performing their duties to assure maximum tractive effort of the engine with minimum consumption of fuel and some tests are now being made in each class of service by the traveling engineers, who will count the number of scoops used per trip then, making a comparison with other engines and with the maximum number of men required for the heaviest anticipated traffic now available, it is believed we will have this feature soon well in hand and it will not be long before we will again be able to make favorable comparisons with previous years.

Cost of Supplies.

Statements were read showing a tendency to increased expense in all departments in the item of supplies of all kinds, particular attention being devoted in the discussion to Other Supplies for Locomotives in all branches of service, Lubricants and Water for Locomotives, Other Supplies and Expenses for Freight

and Passenger Trains, Refrigerator Supplies and Expenses, etc. In discussing this subject a circular issued by the president some time ago showing the percentage of increase in cost of material and supplies was used to make comparisons and the figures produced indicated that in nearly every item we had held our own after eliminating the percentage of increase due to the advance in prices and in some instances had actually made a saving as compared with last year. It was felt, however, that there is great opportunity for saving money by closer supervision of the issuance and consumption of supplies as well as the handling of charges for same in our accounts. Attention was called to a number of instances heretofore when the division has been charged with certain material for items of expense which were not actually issued or used on the division. In other instances credit has never been received for caboose supplies removed from cars going to the shop and when the cars came out an entire new charge was made for the supplies put on, indicating that there is a great opportunity in this respect for more efficient supervision. The trainmasters were advised that caboose supplies is a matter over which they have direct jurisdiction and it should receive sufficient supervision to insure only proper charges being made against them. The Store Department also should be required to give this matter closer attention than they have apparently given it heretofore. The Car Department foremen who generally have charge of the work of setting up or re-equipping cabooses also are in a position to assist the trainmasters in controlling this expense. The master mechanic stated that although he personally was responsible for all charges made for the Cleaning and Lubricating of Passenger Cars, Other Supplies and Expenses for Passenger and Freight Trains, Other Supplies for Locomotives, Passenger, Freight and Yard, Enginehouse Supplies and Lubricants for Locomotives, because of the manner in which the accounts covering these expenses are handled he is

not in a position to keep as close a check and exercise as efficient supervision over these expenses as he should be to insure best results. Under the present method he merely accounts for the labor employed, the remaining charges or the majority of them being made direct against the division superintendent by the various departments and it is the idea if all these charges were thrown into the shop accounts and after being scrutinized by the Mechanical Department officers transferred to the division accounts. The master mechanic, who is really solely responsible for the disbursement and use of the supplies, would be in a better position to know what is being done with the material and to detect any erroneous or improper charges that might be made. Mr. Eich was advised that the matter would be taken up with the general superintendent with a view to having same submitted to the Accounting Department and if possible have the changed method of handling inaugurated.

Cost of Handling Coal at Coaling Stations.

Statement showing performance for the month of July was read indicating an increase in the cost per ton at Champaign and Kankakee with a decrease at Effingham and Gilman and the total cost per ton for the division compared very favorably with last year when considered casually. However, when the fact that mechanical coaling plant is now in operation at Effingham is considered, whereas last year an old fashioned incline was used, it was readily seen that we did not handle coal as cheaply as last year and an analysis of the charges indicated that our poor showing was due in the first place to the type of cars in which our fuel supply has been received, it being necessary to unload solid bottom or semi-dump cars at Effingham, Champaign and Gilman, where only dump cars can be used advantageously. This necessitated the employment of additional labor to shovel out the coal. The next important item influencing our cost of handling was the fact that a great deal of coal received was in large lumps, ne-

cessitating putting on additional labor to break it into firing size and the decrease at Gilman was due not to any increased efficiency in handling, but to the fact that in July of last year the coal was picked up from around the coal chute, involving a great deal of extra labor and work-train service. But for this condition, we would have shown a heavy increase over last year. Also there has been considerable increase in the rate of wages paid at all coaling stations. Notwithstanding this, the officers in charge of handling coal were very confident in their assertions that if nothing but egg coal were furnished, loaded in proper type of cars, we would be able to show a decrease over the corresponding period of last year and it is earnestly hoped it will be possible to do this, at least until it comes time for us to use the storage coal when, of course, we can anticipate increased cost of handling.

Before concluding this subject the superintendent called attention to the fact that a number of storage coal piles at various places had become ignited, due to spontaneous combustion, which can be attributed only to careless storing or failure to properly ventilate the piles and instructions were issued that a careful examination be made of all storage piles on this division and whatever action might be necessary taken to insure against loss from ignition.

Loss and Damage Claims.

Statistics furnished by the agent, Loss & Damage Bureau, as well as the general superintendent, were read and discussed and attention was called to the increased expense this year as compared with various similar periods last year and an attempt was made by some to justify this increase by the fact that there had been a heavy increase in business, as indicated by our tonnage performance as well as by local station earnings. This attitude, however, was not well taken. Generally it was the consensus of opinion that the increase in claims and claim payments was due to decrease in efficiency of station forces, particularly at the larger stations, in handling, loading and stowing of freight,

as well as a tendency to rougher handling of freight trains as demonstrated by numerous incidents occurring from time to time, also to the condition of freight equipment, which has apparently been permitted to deteriorate in the past several months or practically a year and there is only one way this condition can be cured and that is by division officers inaugurating another strenuous campaign among all classes of employes to insure proper and careful handling of freight shipments throughout the process of transportation from the time received in freight house until delivered to consignee. The steps necessary to insure safe handling of freight have been explained and gone over so many times and are so thoroughly understood by all concerned that it was not considered necessary to again enumerate them, but the superintendent made it very plain that nothing less than 100 per cent improvement over our present performance would be satisfactory. He also made it very plain that there must be an improvement in the condition of equipment sent out in trains, calling attention to numerous cases on this division recently where equipment had been permitted to go out of terminals in a dangerous condition, resulting in derailments and damage to freight. One instance in particular being nothing less than a disgrace, where a piece of scrap iron was used by a certain terminal for knuckle pin, with the result that when the train got out on the division, it separated in front of an important passenger train to which was attached office car occupied by one of the general officers. This was referred to only as an illustration as to what is likely to happen at any time if cars are permitted to leave terminals in any but the best of shape and the influence of operating or attempting to operate such cars in heavy freight trains is not the least of the causes eventually developing into a loss and damage freight claim.

Appreciation was expressed of the co-operation given this division by the Loss & Damage Bureau and all concerned were impressed with the necessity of

working in close harmony with the Bureau, in order to receive the benefit of their co-operation and experience.

Movement of Freight Cars.

Reports furnished the various officers by the general superintendent of transportation, showing the average miles per car per day were read and discussed and it was with considerable satisfaction the Illinois division was observed to be not far from the head of the list in the comparison of various divisions showing movement of freight equipment. It was considered cause for congratulation that the Illinois Central had exceeded any other road in the country in the average miles per car per day. The causes leading to this remarkable performance were too well known to be enlarged upon and it was considered sufficient to review briefly the efforts made on this particular division consisting of instilling in all employes having anything whatever to do with the loading, unloading or movement of cars, a thorough appreciation of the value of a car of any description and enlisting the co-operation through our agents and division officers of consignees and shippers of freight who, almost without exception, were found ready and willing to do all in their power to assist in the prompt release of equipment, many of them taking an apparent pride in endeavoring to load or release equipment more quickly than some of their competitors, in many instances working nights and Sundays to unload cars and reporting to agents or division officers their performance in this respect. The public has also been the source of a great many valuable suggestions which have been taken advantage of and in conjunction with the efforts of the officers and employes have contributed to the increased efficiency in car movement. It was stated, however, we should not be satisfied with the height we have reached, but that there is still a great opportunity for improvement, to prove which figures were read showing movement of cars through various terminals showing a tendency to improve from week to week, also a number of instances were called to the attention of

the staff where cars had been delayed on the division recently because of not being released promptly by the various departments to which the material was consigned. It was made very plain that the management looks with great disfavor on any carelessness or neglect on the part of employes in unloading or releasing cars containing company freight and we cannot expect with good grace to ask our patrons to speed up in the handling of freight shipments and the release of our equipment while we ourselves are not manifesting the same spirit.

Mr. Downs.

Mr. Downs, having only recently come to Northern Lines, was invited to meet the division staff and offer them such words of encouragement or advice as he might see fit. He began by stating that he was very glad to be a visitor at the meeting but felt that ordinarily the division staff meetings were more of a family affair than they were to be participated in by general officers, believing that a great many matters discussed at these meetings were made in the nature of the going over of the family shortcomings and deficiencies which it would be of no advantage for the general officers to hear, reiterating, however, that he was always pleased to be a visitor at such meetings when convenient and stated, in his opinion, the principal advantage of the meeting was not so much what was said and discussed at the time the meetings were held but the results forthcoming from such meetings due to the suggestions and discussions and ideas developed at the meetings being followed up by the various members of the staff after they returned home and little would be gained by talk unless it later developed into material form and definite action in the way of correcting irregularities that might be called to the attention of the heads of the departments by others and the ideas exchanged of material worth being used to the best possible advantage. He stated he believed such family gatherings should be held once a week, suggesting Tuesday

as an appropriate day, but any day that was convenient would be all right. He called attention to a number of delayed cars that had come to his notice, using the incidents as an illustration of what he had in mind when stating that a great many matters discussed at staff meetings should never be heard of by the general officers, inferring if the cars had been unloaded promptly he would never have known that they had ever been received. He made some inquiries concerning the

method of keeping a check on daily expenses of the various departments which were explained to him and because of other matters demanding his attention he excused himself, whereupon he was thanked by the superintendent for having spared even so little of his time in addressing the staff.

After Mr. Downs' retirement only matters of purely local interest were discussed until 1:30 p. m., when the meeting adjourned.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During September the following suburban trainmen and gatekeepers lifted card passes and commutation tickets account having expired or being in improper hands:

Conductor, R. Rinearson.
 Conductor, L. N. Turpin.
 Conductor, D. Campbell.
 Conductor, J. M. Hall.
 Conductor, C. White.
 Conductor, A. Schultz.
 Conductor, R. Gums.
 Conductor, W. Feldhoff.
 Conductor, D. M. Gerry.
 Flagman, J. Sedlacek.
 Flagman, H. Bookbinder.
 Flagman, J. Statesley.
 Flagman, G. W. Thompson.
 Flagman, W. Roth.
 Flagman, C. Hazelwood.
 Flagman, J. Elliot.
 Flagman, R. Hook.
 Flagman, W. Kerr.
 Flagman, A. Hudenpole.
 Gatekeeper, R. J. Fraher.
 Gatekeeper, H. L. Holmes.
 Gatekeeper, A. Heldenbrand.
 Gatekeeper, W. Callon.
 Gatekeeper, W. Bowe.
 Gatekeeper, K. B. Dixon.
 Gatekeeper, Hester Sullivan.
 Gatekeeper, Belle Onsel.
 Gatekeeper, Eleanor Jacobs.
 Gatekeeper, Zella Mills.

Conductor F. A. Hitz, on train No. 18, September 8 lifted annual pass account passenger not being provided with identification slip Form 1572 and collected cash fare.

Conductor H. B. Jacks, on train No. 4, September 21 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. M. Williams, on train No. 9, September 24, lifted employe's trip pass account having been previously used for passage. Passengers refused to pay fare and were required to leave the train.

St. Louis Division

Conductor J. H. Lewis, on train No. 22, September 17, lifted annual pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Wisconsin Division

Conductor P. J. Crosson, on train No. 119, September 6, lifted employe's term pass account being in improper hands and collected cash fare.

Minnesota Division

Conductor J. A. McGonagle, on train No. 15, September 25, lifted employe's pass account passenger not being provided with identification slip Form 1572 and collected cash fare.

Tennessee Division

Conductor H. L. Newton, on train No.

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106, September 22, lifted trip pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor C. M. Anderson, on train No. 24, September 20, lifted trip pass account having expired and collected cash fare.

On train No. 23, September 29, he lifted identification slip Form 1572 account passenger not being provided with pass and collected cash fare.

Conductor J. Sitton, on train No. 132, September 24, lifted mileage book account being in improper hands and collected cash fare.

Louisiana Division

Conductor G. O. Lord, on train No. 1, September 9, lifted mileage book account being in improper hands. Passenger refused to pay fare and was required to leave the train.

On train No. 34, September 10, he lifted joint trip pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor A. E. Broas, on train No. 4, September 10 lifted mileage book account being in improper hands. Passenger presented other transportation to cover trip.

Conductor L. A. Loutzenhiser, on train No. 34, September 19, declined to honor returning portion of Sunday excursion ticket account having expired and collected cash fare.

Memphis Division

Conductor Jeff Williams, on train No. 348, September 23, lifted mileage book account being in improper hands and collected cash fare.

Vicksburg Division

Conductor S. F. Witherspoon, on train No. 15, September 14, lifted mileage book account being in improper hands and collected cash fare.

Illinois Division

Conductor J. McManus has been commended for discovering and reporting B. R. C. 416 moving in extra 1580, October 17, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Signal Maintainer W. D. Roberts has been commended for discovering broken rail south of signal 752, northbound track. Section Foreman was notified, so that repairs could be made. This action prevented possible accident.

Towerman T. Waason, Sixty-seventh Street, has been commended for discovering and reporting broken rail, track 4, Sixty-seventh Street, October 20. Trackmen installed new rail. This action undoubtedly prevented possible accident.

Operator S. A. Hayes, Monee, has been commended for discovering hot box on C.

of G. express car 673, Train No. 9, passing Monee, October 21. Train was flagged and crew gave necessary attention to hot box. This action undoubtedly prevented possible accident.

Conductor E. Steinhart, October 7, has been commended for discovering and reporting I. C. 112439 improperly stencilled. Arrangements were made to have car restencilled.

Towerman W. C. Campbell, Harvey, has been commended for discovering brake beam dragging on train 77, October 1, and calling up Homewood, where train was stopped and brake beam taken down. This action undoubtedly prevented possible accident.

Conductor Watson, extra 1769 north, October 20, has been commended for discovering and reporting N. P. empty gondola in his train with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor Lindsay has been commended for discovering and reporting S. L. & S. E. 60165 and 61037, also W. L. S. E. in extra 1778, October 18, with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Conductor I. R. Martin has been commended for discovering and reporting I. C. 86842, train extra 1513, improperly stencilled. Arrangements were made to have car stencilled.

Conductor Hoffman, train No. 56, has been commended for discovering and reporting I. C. 131675, with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor E. T. Rackham has been commended for discovering angle bar broken on both sides in east rail of siding at Neoga, and reporting same to dispatcher by wire. This action undoubtedly prevented possible accident.

Conductor H. L. Crawmer has been commended for discovering and reporting A. T. S. F. 21061 improper stencilled. Arrangements were made to correct same.

Conductor Anderson has been commended for discovering and reporting 13 inches of rail missing on northbound track between Branch Junction and Odin. This action undoubtedly prevented possible accident.

Conductor J. I. Kinkade has been commended for discovering and reporting I. C. 97469, train No. 58, October 2, with no number stencilled on one side of car. Arrangements were made to have car properly stencilled.

Conductor S. H. Nelson, Extra 1779 south, October 6, has been commended for discovering and reporting I. C. 118672 with no light weight stencilled on car. Arrangements were made to have car stencilled.

Springfield Division.

Second Trick Operator A. Melissa, Decatur, Ill., has been commended for discovering and reporting plates and spring fall out of S. S. W. car 44244, October 8, Decatur Junction, train extra 1719. Car was set out at Elwin. This action undoubtedly prevented possible accident.

Agent F. L. Cox, Vernon, Ill., has been commended for discovering and reporting air sticking on C. N. W. 123830, train 1719 south, October 20. Train was stopped, and it was found that the wheels were quite hot. This action undoubtedly prevented possible accident.

Brakeman E. R. Banks, Clinton, Ill., has been commended for discovering and reporting N. Y. C. & St. L. 385524 with broken arch bar at Ramsey. Same was set out on the house track at Ramsey. This action undoubtedly prevented possible accident.

Section Foreman J. W. Coffey, Vandalia, Ill., has been commended for discovering a brake beam down on B. & O. 146254, extra 1137 south, October 9. He signaled train to stop, and repairs were made, thereby preventing possible accident.

Conductor William Sharkey, Clinton, Ill., has been commended for discovering brake beam down in train 152 pulling out of Pana and signaling train to stop. Brake beam was removed, thereby preventing possible accident.

Section Foreman D. Cheek, Mt. Pulaski, Ill., has been commended for discovering truss rod hanging on car in train 58. Train crew was notified and truss rod removed, thereby removing possible cause of an accident.

Agent G. F. Thing, Sabina, has been commended for work done to promptly release Erie 41852 in order to avoid a 24-hour delay to car.

Conductor P. J. Crosson, Engineer C. L. Dickerson, Fireman D. C. Potter, Train Baggage-man H. S. Morrow, Flagman F. J. Fehr, Train Porter, and Homer Breedlove have been commended for discovering and

extinguishing fire one mile south of Vernon before any damage was done.

Conductor H. Burkhardt, Springfield, Ill., has been commended for discovering broken rail at south end of house track, Divernon, Ill., and notifying proper officials in order that repairs could be made. This action undoubtedly prevented possible accident.

Engineer P. M. Lynch, Champaign, has been commended for action taken when a 1½ year old child was discovered on track while train 623 was passing through Lincoln, October 4.

Minnesota Division

C. J. Nauman has been commended for relieving fireman when he was taken seriously ill at Independence, October 19. This action undoubtedly prevented delay to train.

Agent C. W. Reis, Lyle, Minn., has been commended for discovering and reporting broken rail about 300 feet south of depot at Lyle, October 26. Repairs were made. This action undoubtedly prevented possible accident.

Tennessee Division

W. B. Maxwell, operator, has been commended for discovering and reporting brake beam dragging in train September 25. This action undoubtedly prevented possible accident.

J. A. McCann has been commended for discovering and removing lumber on main line September 18. This action undoubtedly prevented possible accident.

Guy Jennings has been commended for discovering and removing obstruction from switch September 15. This action undoubtedly prevented possible accident.

Conductor Osborn has been commended for discovering and extinguishing fire on main line bridge September 11.

Conductor J. J. Hill has been commended for discovering brake beam down on another train and notifying crew, who removed the obstruction, thereby preventing possible accident.

Division News

Minnesota Division.

Monday, October 15th, at the Julien Dubuque Hotel, a meeting of passenger conductors and train baggagemen was held to consider efficient handling of passenger service, new methods of meeting traveling public and handling of baggage and mail matters. The meeting was presided over by General Superintendent W. S. Williams and about eight or ten conductors and three train baggagemen from each of the three Western Lines Divisions attended.

The meeting was called at 8:00 A. M., and continued throughout the day with recess at

noon when those present took lunch together at the Julien Dubuque Hotel.

Besides the conductors and train baggagemen the following officials were present: From the Iowa Division, T. H. Sullivan, superintendent, N. P. Mills, trainmaster, Fort Dodge, W. E. Ausman, trainmaster, Cherokee; Wisconsin Division, J. F. Dignan, superintendent, G. S. Rought, trainmaster, Freeport, M. G. Flanagan, trainmaster, Freeport; Minnesota Division, L. E. McCabe, superintendent, H. G. Duckwitz, trainmaster, Dubuque, H. G. Brown, trainmaster, Waterloo, H. L. Fairfield, manager of baggage and mail traffic. Mr.

Coleman of the Baggage Department, Chicago, was also present at the meeting.

All in attendance were well pleased with results secured and expressed themselves as highly benefited with views exchanged at the meeting. And all were of the opinion that more meetings of this nature should be conducted in order to bring the officials in closer touch with the men who actually handle the business.

A "Freight Service Meeting" was held by General Superintendent Williams at the Ellis Hotel, Waterloo, Iowa, 8:00 A. M., October 12th. The following division officers were present: L. E. McCabe, superintendent, H. G. Duckwitz, trainmaster, P. E. Talty, chief dispatcher, N. Bell, master mechanic, M. B. Burke special agent and J. E. DeShara, claim clerk.

Traveling Engineer B. J. Feeney, of the Memphis Division, spent a day in Waterloo, during the early part of this month.

Mr. "Mike" Townsend, chief dispatcher on the Iowa Division spent October 12th in Dubuque. Mr. Townsend was at one time located at Dubuque and he noted with much interest the many changes that have taken place in the Division offices.

Mr. J. M. Beardsley, assistant engineer at Dubuque, has just returned from a visit in Arkansas. Mr. Beardsley has successfully passed the physical examination and expects to report for military service at Camp Grant, Rockford, Ill., in the near future.

Division Accountant J. C. Neft spent Monday, October 15th, at Cedar Rapids.

Mr. C. Jackson, formerly of the Jackson Vinegar Company at Dubuque, has accepted position as Ticket Clerk at Dubuque.

Paul Ryan, secretary to General Superintendent L. A. Downs and Ed. Riley, secretary to General Superintendent W. S. Williams, both formerly employed in the Division offices at Dubuque, have visited us several times recently. Evidently the boys still like Dubuque.

City Passenger and Ticket Agent J. F. Beyer attended one of the World's Series games in Chicago.

Mr. John Stemm, of East Dubuque, has been transferred to Dubuque as Ticket Clerk. Mr. Stemm succeeds Mr. Frank Halpin, who resigned.

A. W. Zimmerman, accountant in the superintendent's office at Dubuque, visited friends at Camp Dodge, Des Moines, Ia., Sunday, October 21st.

Mr. L. Weiler and wife visited Mr. Weiler's brother at Camp Dodge, Sunday, October 21st. Mr. Weiler is assistant tonnage clerk at Dubuque.

Misses Edna Piltz, Lenna Lightcap, Hilda Schwartz, Lucile Sims and Ethyl McNamara, all of the superintendent's office at Dubuque, visited Camp Grant at Rockford, Ill., Sunday, October 21st. The young ladies express themselves as having had a most enjoyable trip.

Chief Dispatcher P. E. Talty spent a day or two in Chicago during the month.

Agent W. B. Sievers is away for several days visiting relatives at Lincoln, Ill.

Much interest has been manifested in the Red Cross War Garden at Dubuque and we are glad to announce that it has been quite a success. Thirty-five dollars is the amount realized from the sale of vegetables and, owing to the fact that some of the seed was planted a little late, we feel that this is a very nice sum.

The plot has now been cleaned off and winter wheat has been planted.

Indiana Division.

Chief Dispatcher Keene announces the arrival of a new "operator" at his home.

General Superintendent Downs was on Indiana Division October 10th; also October 25th. General Superintendent Transportation Porterfield, October 5th-6th.

Commercial Agent B. T. Breckenridge at Evansville has been promoted to Assistant General Freight Agent, Louisville, Ky. He is succeeded by C. L. Netherland.

R. E. Laden, Chief Clerk to Road Master, with his family, is spending vacation at Rockford, Ill.

J. W. Bledsoe, Dispatcher, is having a vacation, spending part of the time in New York.

S. P. Munson, Clerk to Supervisor, B. & B., Mattoon, who was in the I. C. Hospital at Chicago several weeks ago to undergo an operation, and returned home feeling he was much better, has found it necessary to return to the hospital. Reports from Chicago indicate that he is getting along very nicely. Chas. Buchanan, Bridge Carpenter, was also recently operated on in the Illinois Central Hospital; and Conductor O. M. Moore has been there the last few weeks for treatment. Information received is to the effect that they are all doing well.

J. B. Brumleve, Carpenter in Roadway Department, Mattoon, is "doing his bit" in the Great Issue by contributing to the cause three of his sons; one is now in France, one in training, Presidio of Monterey, Cal., and another called to leave October 29 for Louisville, Ky., to go in training.

Operator C. V. Whitsett, who worked in the Dispatchers' Office, Mattoon, several months, has been called and is now at Camp Funston, Kan.; Operator H. R. Pribble, of Bloomfield, is at Camp Taylor, Louisville; also Fireman J. F. Sandefur and M.C.B. Clerk J. L. Warren.

Quite a few employes of Indiana Division have recently heard from J. A. Law and Warren Stephenson, in France. The Mattoon Trainmen have seen to it that Conductor Law is not going to be minus tobacco while in the trenches.

Claud Leach, Hosea Humphrey and Jas.

Edmonds have returned to work at Mattoon Shops after being in training for several months at Camp Lincoln, Springfield, Ill.

Contractors J. E. Nelson & Sons have started work on new 14-stall roundhouse at Mattoon Shops. Estimated total cost of facilities at Mattoon, \$120,400.00. This work is being rushed as much as possible in an effort to complete before cold weather.

A. F. Buckton, Chief Clerk to Master Mechanic; C. R. Wood, Assistant Accountant in Mechanical Department, and J. N. Hardwick, Accountant in Store Department, attended Accountants' Meeting in Chicago on October 24th and report a good meeting.

J. H. Scott, Agent at Victoria, is a victim of typhoid fever. He is being relieved by W. C. Scott.

In the recent draft made by Uncle Sam, Jas. W. Hyland, of the Indianapolis Revising Bureau, and Cletus Warner, of the Local Office, were called to Camp Taylor, Louisville, Ky. It was learned today that Mr. Hyland was transferred to Hattiesburg, Miss., and now bears the title of "Corporal." The latest news from Mr. Warner, better known as "The Boy," is that everything is all right, with the exception of the

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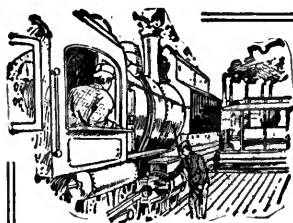
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shoes (Cletus always was particular about his shoes), and "Jimmy" hopes to gain enough in weight to fill out his suit in the next few weeks. Stoy Duncan, of the Yard Office, was also among those en route to Camp Taylor. Best wishes of the office go with the boys.

T. L. Smith has resumed work after an operation for appendicitis; also Clarence Lyons, who had typhoid fever. Both extend thanks to the Hospital Department of the Illinois Central for the treatment they received.

The employes of the Local Office have organized the I. C. S. F. (Illinois Central Social Fund) for the purpose of purchasing flowers in case of sickness or death, or—perhaps—a wedding present, should Dan Cupid pay the office a visit.

T. S. Buck, Assistant Accountant, and family visited in Muncie over Sunday, October 21st, with relatives.

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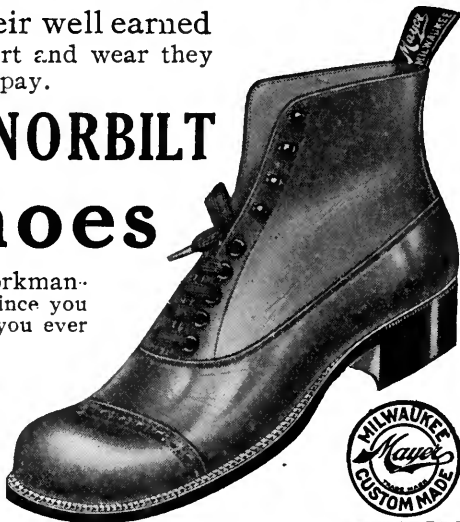
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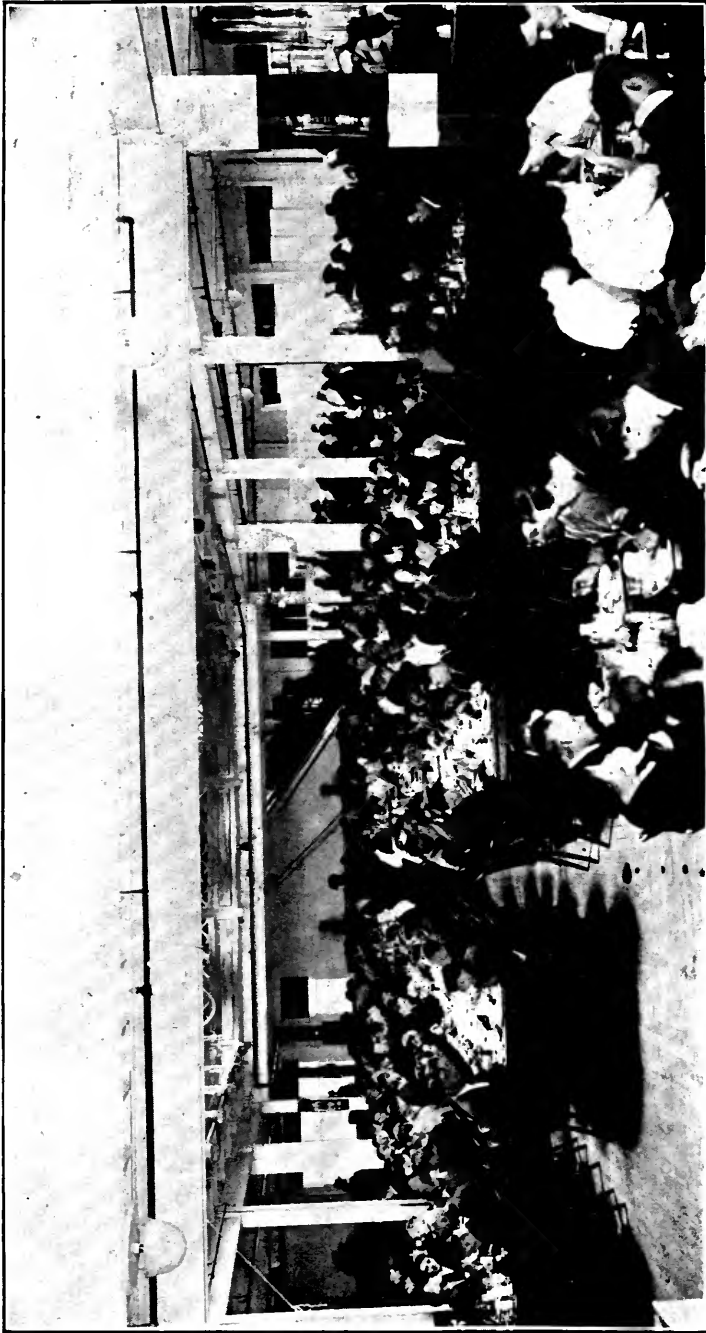
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Notice to Reader

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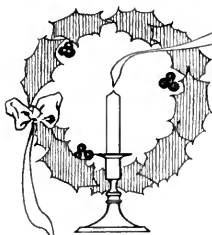
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MR. C. H. DRAZY, Assistant to Comptroller.

MR. C. H. DRAZY first entered railway service with the Cleveland, Cincinnati, Chicago & St. Louis Railway Company in October, 1896, as Assistant to the Enginehouse Foreman, and in 1901 entered the service of The Chicago, Burlington & Quincy Railroad Company as a Special Accountant, and has been continuously in railway accounting since that time with the exception of eighteen months with the Interstate Commerce Commission. He entered the service of the Illinois Central Railroad Company with the Accounting Department, May 1st, 1910, and appointed Assistant to Comptroller, March, 1916.



Greetings

Another year is about to be added to the history of our Companies, during which, despite the unusual conditions existing, we have, through the co-operation, loyalty and earnest endeavor of officers and employes, been able to handle our business most successfully. It is with a great feeling of appreciation that I take this opportunity of extending Christmas Greetings, not only to those who are now with us, but as well to our patriotic fellow employes engaged in the more momentous task of serving their country at home and abroad. I hope the New Year will have in store for all a full measure of good health, prosperity and happiness.

C. H. Markham

President

ILLINOIS CENTRAL Magazine

Vol. 6

DECEMBER, 1917

No. 6

The Worst of Carelessness

On November 4th an automobile grade crossing accident occurred at Fremont, near Mayfield, Ky. Three were killed and one was injured. The Mayfield Daily Messenger, in its issue of the 6th ult., discussed this case in an able editorial headed, "The Worst of Carelessness," which we print below:

The people of Graves county, more especially the friends of John Yarbrough, Delmus Jones and his young wife, Effie Jones, deplore the terrible accident which happened to them at the railroad crossing at Florence Station, Sunday afternoon.

As much as people are warned against the dangers of railroad crossings and as much as railroads have attempted to prevent accidents, yet such a deplorable accident as this could happen, and in broad open day-light, and bring about the sudden death of three of our intelligent and well beloved people.

We can hardly imagine how such accidents could happen in the face of good judgment and the precaution that has been exercised by the railroads.

There is not a crossing of a railroad or street railway in the world that is not dangerous, some more than others, and in this day of increased travel and increased danger, it does seem to us that no driver of buggy, wagon or automobile should cross any railroad before stopping and looking up both ways for approaching trains.

This terrible accident should be a warning to all people who travel in vehicles by land.

Only three were in this machine; father, daughter and son-in-law, all well and happy and yet in a moment they were hurled into eternity on account of not stopping their machine and informing themselves of approaching danger.

We cannot understand why people who travel over land across railroads do not use the necessary precaution before crossing these roads. Anyone knows that to be struck by a train means death.

This is something we cannot understand. Because every newspaper in the country has warned the people against these dangers. The courts and the railroads have done the same, and yet, in spite of all these warnings, people will run upon a railroad track in a machine without looking either way and be struck by a fast train and knocked into eternity without warning.

Again we say to the people, never cross a railroad track without first stopping your machine and taking the time to see if you are safe. This only takes a moment and if this precaution is exercised, you will never be killed by a train; otherwise, in a moment's time, life is gone and your mangled bodies will be picked up from the ground.

Such an accident seems to be the very worst of criminal carelessness and

we hope another may never occur by crossing the railroad tracks in Graves county.

President Markham, after reading the above mentioned editorial, wrote the editor of The Mayfield Daily Messenger, Mr. J. R. Lemon, under date of the 20th ult., as follows:

Illinois Central Railroad Company.
Office of the President.

Mr. J. R. Lemon,

Chicago, Nov. 20, 1917.

Editor The Daily Messenger, Mayfield, Ky.

Dear Sir:

I have had the pleasure of reading the able editorial headed, "The Worst of Carelessness," which appeared in The Daily Messenger of the 6th inst., and I write to express to you my high appreciation of the broad position which you have taken in regard to the automobile grade crossing peril. The excellent advice given in your editorial, if heeded, would solve the problem and the newspapers would no longer carry the horrible stories of loss of life and limb in automobile accidents at grade crossings, which have reached such proportions as to be absolutely appalling.

It may surprise you to learn that on the Illinois Central system since July 1, 1916, to Nov. 15, 1917, sixteen and one-half months, 53 persons have been killed and 149 persons have been injured in automobile grade crossing accidents. Other railroads report about the same experience in proportion to mileage and density of population. The automobile accidents have become so frequent that they are getting upon the nerves of enginemen and trainmen, as well as the officers of the railroads. This situation is beyond the control of the railroads. We have done everything about it which we can think of. We have had crossings carefully checked for the purpose of ascertaining the number of automobilists who take any precaution whatever for their own safety and the number who do not do so, and have found that the number who take precautions is so small as to be almost negligible. The results of these checks have been widely published in the newspapers. We have also distributed thousands of warning notices to automobilists, but still the slaughter goes on. In communities where accidents occur, some reason is usually found to blame the railroads. Thus the seeds of prejudice against the railroads are sown and they germinate and spread to the detriment of the railroads in their relations with the public.

At this time the railroads are being called upon by the government and the people, as never before, to speed up transportation. The necessity of quickly moving foodstuffs, munitions and men is greater now than ever before. In some parts of the world people are actually starving to death on account of the lack of transportation, and yet, when these automobile grade crossing accidents occur, there are people here at home narrow enough to blame the railroads for not approaching dangerous crossings under control, prepared to stop ponderous trains in order to prevent the occupants of light and easily controlled automobiles, which can be stopped at a moment's notice, from disaster. They find all sorts of reasons to blame the enginemen and the trainmen who are striving to move commerce as rapidly as possible, and rarely do they ever reflect such sentiments as these: "If the automobilists could not hear the train they certainly could have seen it if they had looked." We all know that an automobile is an agency of safety if properly handled. It can be stopped in perfect safety within a few feet of the track, where the occupants can have plain view in each direction. It is much safer in this respect than a horse-drawn vehicle, which cannot be stopped too close to the track because of the danger of frightening the horses, and yet, the automobile accidents at grade crossings greatly outnumber the accidents to horse-drawn vehicles.

It is gratifying that the newspapers, the moulders of public sentiment, are noting these things and that they see that placing all of the responsibility upon enginemen and trainmen for safety at grade crossings does not and cannot prevent accidents. When automobilists are brought to a full realization of the fact that they must exercise the precautions of stopping, looking and listening at railway grade crossings, and that this duty devolves upon them, these horrors will cease. By the use of just a little care and attention, automobilists can cross railroad tracks at grade in perfect safety.

Too unnecessary chance-taking must be attributed the increasing number of casualties at railway grade crossings. As you so well state in your editorial, railway grade crossings are all dangerous. They cannot be made safe except by the people who cross them.

Yours truly,

C. H. Markham, President.

Ed.—President Markham's letter was published in full in *The Mayfield Daily Messenger* of the 22nd ult. Since Mr. Markham's letter was written, the death list on account of automobile grade crossings on the Illinois Central since July 1, 1916, has increased to 57.

Many Employes of the Company Go "Over the Top" in the Discussion of Unreasonable Speed Restriction Laws

Vice-President Foley's letter on unreasonable speed restrictions has occasioned a great deal of comment on the part of trainmen and enginemen. It has also been commented upon favorably by newspapers in all parts of the country. Mr. Foley discussed in the letter the single question of unreasonable speed restrictions, and showed how villages, towns, cities and states, by these unreasonable laws, are interfering with transportation efficiency without accomplishing anything to offset the great loss. In many other ways municipal and state authorities, by unreasonable laws, bind and gag the railroads, to the detriment of the people, and yet the people can always be relied upon to complain when railroad efficiency fails to measure up to requirements of the public. Following are extracts from some of the letters from trainmen and enginemen discussing Mr. Foley's speed restriction letter:

Engineer C. W. Jones, Memphis, Tenn.:

"Long experience and observation as a locomotive engineer has convinced me that speed restriction as a safety measure is a failure in practice and wrong in theory. If it were sound in theory no accidents involving slowly moving trains would occur. Witness the large number of accidents occasioned by slow trains. We also have a large number of accidents each year in which boys are killed and injured jumping on and off trains. Two such accidents in which boys lost limbs came under my personal observation as I was handling the trains. These deplorable accidents are directly traceable to speed restrictions which tend to educate the public that railway tracks are safe. I am convinced that lifting speed limits now enforced against trains would result in a gratifying decrease in crossing accidents. But the part of Mr. Foley's letter which impressed me most was the enormous loss to the nation. No nation at peace, let alone one at war, should stand for such wastage. Our individual interests are so involved that the interdependence of the railroads and the public is now firmly established. You cannot harm or hinder the railroads without adversely affecting the interests of the public. The loss therefore ultimately falls upon the people and those responsible

for speed restriction laws are bearing their proportion of it. Not only would life and property be conserved by the repeal of speed laws and ordinances, but the resulting increase in efficiency of transportation might well be one of the deciding factors in winning our contest with the German government. A nationwide campaign should be started at once having for its purpose the repeal of speed laws as affecting railway trains. Every employe of the company should make it his business to use his influence in that direction. I have discussed this subject with a number of my friends along the road and the success attending my efforts lead me to believe that concerted action would surely bring results."

Engineer E. Von Bergen, Memphis, Tenn.:

"I wish to say that there is no question but that the practice of town authorities in attempting to safeguard the public by placing speed restrictions on trains is entirely incorrect, for the reverse is accomplished. Anyone who has ever paid any attention to the matter in a small town will note that nearly all the people watch closely for the fast trains, but pay very little attention to the trains whose speed is restricted, and I cannot endorse too strongly Mr. Foley's position that the public instead of being educated that the railroad is a safe place, should be educated that it is a very dangerous place. In my opinion, the present time, while there is a nation-wide campaign for economy in everything, is the best time for a committee composed of representatives of the company and representatives of the four train organizations to take this matter up with the public authorities."

Conductor S. E. Matthews, Cairo, Ill.:

"I have often thought about what it costs the railroads in time and money to comply with foolish speed restrictions through stations. There is just as much danger of people being injured on a highway crossing six miles from any station and it would be equally as sensible to restrict the speed over highway crossings as any other place. Since reading Mr. Foley's letter I am going to be more zealous in discussing this matter with the public. If every railroad man would take a little time and pains to speak a word here and there about what it costs to slow down and stop trains, how much time and energy is lost and who ultimately pays the bill, it would go a long way towards getting these restrictions removed. You may tell Mr. Foley that I, for one, am going to do 'my bit' in this matter."

Conductor John W. Sawyer, Jackson, Tenn.:

"There is one great argument against slow speed of trains through stations which Vice-President Foley did not mention in his letter. In towns where there are speed restrictions I have observed that boys make a practice of jumping on and off trains. They frequently conceal themselves on trains and ride in the most hazardous places for many miles away from their homes, often resulting in injury and loss of life. I would suggest that trains be permitted to increase speed to forty miles per hour through towns and villages where there are no railway crossings. If that were the case, I believe you would see a smaller number of boys around our depots and yards idling away their time and taking chances which frequently result in maiming them for life, if not in destroying their lives. The people should be educated to look out for the trains instead of being educated to believe that the trains will look out for them. I have often wondered if the public ever thought just who it was that they were bringing hardships upon by these unreasonable restrictions. Take our railroad boys; who are they? They are raised along the lines of railroads upon which they run. They have at heart the best interests of all humanity."

Conductor P. P. Freeman, Jackson, Tenn.:

"If the public could only see each day, as I do, little boys running and jumping on and off moving trains, and the danger their little lives are in by having our trains pull through the towns at a slow rate of speed, such laws would not be

enacted. Give us more freight cars! Give us faster freight trains! These are the cries going up from east to west and from north to south. The railroads are doing all in their power to meet these demands. This company has been loyal to its employes and the employes should show their appreciation by taking a greater interest in the affairs of the company and by discussing the railroad question with the public. A good many of our employes purchased Liberty Bonds, which was a good thing. Now if they would purchase shares in our company, that would be fine. I, for one, think Mr. Foley's letter good and shall do all in my power to advance the company's interest and hope each employe will do likewise."

Conductor J. A. Maxwell, Fulton, Ky.:

"I have found by talking with business men along the line that they are much inclined to help the railroads in any way they can. Trainmen and enginemen can do much by talking with the people in small towns towards getting speed restrictions removed. We know the people personally and can explain to them what it means to the country at large to have trains slow down at small stations such as Arlington and Wickliffe. Heretofore, the people have heard but one side of this question discussed. The railroad side has not been touched upon. It is the duty of employes to present the railroad side, and they will do it."

Conductor S. P. Buck, Illinois Division:

"In regard to Vice-President Foley's letter on unreasonable speed restrictions, we have only one place on my district that I would call a 'sticker' and all of us know about it. I refer to the village of Thawville. I have stopped there frequently to let No. 19 pass, or meet No. 20, and in each case I have made it a point to discuss this matter with the people. I have talked with both grain dealers, Mr. Maddin and Mr. West, and have requested them to use their influence with the village authorities to remove the restrictions at Thawville."

Engineer H. H. Banks, Centralia, Ill.:

"The public should be taught that speed restriction is a delay and hindrance to traffic. At this day and age with the modern air-brake, the village authorities enforce the same speed law that was enforced in the day of the old link and pin coupler, when the speed of trains was controlled by hand-brakes. Vice-President Foley's letter No. 2 is the best that has ever been brought before the employes and the public. It certainly contains much food for thought."

Engineer J. C. Cox, Memphis, Tenn.:

"If the legislature of Mississippi would repeal the six-mile speed law, enough coal would be saved to supply many industries which are perhaps now suffering for coal. For illustration, take one of our big locomotives that is required to haul a heavy train through the state of Mississippi. To reduce speed to comply with the law of Mississippi through each incorporated town, and then get back to the normal speed required to make the schedule, will take at least 500 pounds of coal. Assume that there are 30 of these incorporated towns through which one train is required to pass on a trip. There is a loss of 15,000 pounds of coal, or 7½ tons, for one freight train on one trip. Then just think of what all the trains are consuming at this rate. I, for one, am going to use all influence possible in insisting on patriotic citizens using their influence to have the legislature repeal this unreasonable speed restriction law. I am in favor of any law that is essential and for the best interests of the country, but this is one law that is draining our country of one of the most valuable products that is on the market today, and in return for this is accomplishing nothing whatever for the good of the people."

Engineer P. G. Joest, Pinckneyville, Ill.:

"The railroads are making every effort possible to handle the large volume of business with the least possible delay, and, in my opinion, the public should co-

operate with them by annulling useless speed restrictions which are causing delay to trains, added expense and the waste of fuel which should be saved for a better purpose. Railroad employes should interest themselves in helping to have these unreasonable speed restrictions annulled."

Engineer Robert Allen, Pinckneyville, Ill.:

"If it were not for this unreasonable speed restriction law discussed in Vice-President Foley's letter, there would be boys in many towns who would have two good legs to walk upon who do not now enjoy that privilege. Mr. Foley's letters are helping to make all employes boosters for their own line."

Conductor John Allen, Pinckneyville, Ill.:

"Employes appreciate the efforts of the management to make them a part of the railroad, and we all think we have the finest management in the world. As a passenger conductor, I personally know a great many people along the line, and every opportunity I get I endeavor to get some of the facts mentioned in Mr. Foley's letters before the people. The more friends we make for the company the more valuable are we to the company as employes."

Train Baggageman C. E. McMillan, Illinois Division:

"If the authorities in the states, towns and villages were given the facts and figures as contained in Vice-President Foley's letter, I believe they would realize the hardships that they have put on the railroads and the enormous burden they have put on interstate commerce, as well as upon the government, as the railroads are required to transport great numbers of soldiers and a great amount of food, supplies, coal and munitions, all of which must be given the best possible movement in the interest of our government. On the question of speed, I would like to suggest that with speed restrictions of six miles per hour there are more people who will take the chance of crossing the track in front of an approaching train than there are that will stand and watch the train go by. I believe if speed restrictions were removed there would be fewer accidents than there are at the present time."

Engineer C. H. Draper, Illinois Division:

"Recently I was approaching Harvey, Ill., on train 26, when I noticed a large motor car occupied by a man and his family standing ready to cross the four tracks of our line. After we cleared the crossing, the man left the machine, walked across the tracks, and after ascertaining no other trains were in sight returned to his machine and drove over the tracks, knowing that he and his family were safe. I felt like stopping the train and going back and telling that man that he had more good, hard sense than any driver I had noticed. That man needs no slow speed ordinance, watchman or bell to make his family safe. The people all want to travel on time. They want their freight delivered on time. They want the guns on the war front kept loaded and the boys over there who are looking down the barrel of 'Fritz's' gun fed and clothed and their cartridge belts kept full. Still they are not willing to remove speed restrictions and inconvenience themselves to the slight extent to stop, look and listen at railroad crossings."

Conductor H. A. Curtis, East St. Louis, Ill.:

"My views are in full accord with those of Vice-President Foley on unreasonable speed restrictions, and I am going to do what I can to acquaint the public with the unjust burden which it has placed upon transportation."

Coconductor W. B. Norbury, East St. Louis, Ill.:

"I think Vice-President Foley's letter is the start towards getting the men together. I know several influential men in the villages and towns along my district and I am going to do my best to get them interested in the question of unreasonable speed restrictions."

Brakeman George Montague, East St. Louis, Ill.:

"The subject of unreasonable speed restrictions is one which I do not believe has ever before been put before the public. The public is inclined to be fair and I believe if the people in the towns and villages knew how these unreasonable speed restrictions were interfering with transportation efficiency that a large percent of the speed restrictions would be removed. The idea of employes talking this matter to the public is a splendid one. I will do my share of the talking."

Engine Foreman A. A. Lipe, East St. Louis, Ill.:

"I believe the public has been educated wrong in many cases. For instance, taught by law that crews operating trains must look out for everyone at every road or street crossing. The public demands fast movement of freight and passenger traffic, which requires high speed, yet it demands slow speed at certain points, and usually these points are where the most accidents occur. Why? Because the public has become careless, driving or walking in front of slowly moving trains, whereas if trains were permitted to run faster the public would stop, look and listen, and therefore the number of accidents would decrease. Let each of us talk to the public and try and have these clogs removed. Hold up to the public the great usefulness of the railroads and the great good that they are doing."

Conductor Guy D. Tate, East St. Louis, Ill.:

"I can safely say that the boys on the St. Louis Division are with Vice-President Foley in his unreasonable speed restriction campaign. Since they have been informed of the importance of this matter, they are going to do what they can to relieve the situation."

Engine Foreman J. E. Eubanks, East St. Louis, Ill.:

"Vice-President Foley's letter has brought many serious thoughts to my mind. We all know that our country needs the best service that can be rendered, and whenever a true-hearted American feels that he ought to do something to help carry the burden, he will do it. We can help by waging war against all unnecessary delays to interstate traffic by careful study and the practice of the closest economy in conservation of time and material. It behooves us to give this matter the closest attention and carry on this campaign of education until all unnecessary delays are eliminated and we have reached the highest point of efficiency as a common carrier."

Conductor L. C. Gaerig, Memphis Division:

"Frequent application of braking power on heavy tonnage trains retards commerce, shortens the life of cars and reduces the maximum efficiency of equipment. Mr. Foley's letter No. 2 is a clean-cut, logical, interesting exposition of the situation. Intensified co-operation will reduce fatalities, accelerate train movement and overcome car shortage. In peace or war the interests of employes and the company are mutual, the concern of one being the concern of the other. Speed limit laws were experimental and they have utterly failed to reduce crossing accidents."

Engineer John T. Stuart, Jackson, Miss.:

"Speed laws cause delay to all trains. I am in full accord with Vice-President Foley's views and the stand which he has taken is a good one."

Local Chairman George S. Henderson, Mattoon, Ill.:

"I find that Mr. Foley has not told all of the bad things that speed restrictions are doing to interstate commerce and that his estimates are not at all exaggerated."

Conductor C. J. Wheatley, East St. Louis, Ill.:

"The points brought out by Mr. Foley, if observed, would aid in promoting the idea of conservation, which is one of the fundamental features that will help us to accomplish our aim—that of defeating Germany in the war."

Engineer E. H. Pope, East St. Louis, Ill.:

"From my observation and 32 years' experience on a locomotive, I am satisfied that slow speed through towns invites personal injury. Why? Because of the temptation of boys to try to attach themselves to moving trains. I have even seen little girls do the same thing. We all know that death is a terrible thing, but it is not so terrible as the serious injuries which children frequently sustain by falling under slowly moving trains, for such an injury carries pain and sorrow from the cradle to the grave. I only have to look out of my rear door to see a little fellow, now seven years old, with two artificial limbs, and he has had them for two years. I wish the public knew that there are more people killed and injured in towns where there are slow speed restrictions than there are in towns where trains pass through at the regular rate of speed."

Local Chairman F. M. Haney, Centralia, Ill.:

"I wish to express my appreciation of Mr. Foley's letter. It contains information of importance and will enable me to discuss this matter with members of the public."

Conductor T. B. Hart, East St. Louis, Ill.:

"I think each and every employe in the Transportation Department can get out and do some personal work in presenting to the public the facts contained in Vice-President Foley's letter No. 2. By helping in this movement we not only help the company, but we help ourselves and we help the nation."

Engineer R. C. Pendergrast, McComb, Miss.:

"No doubt a great many road men will be benefited, as I have been, by reading Vice-President Foley's letter. I consider it one of the best letters I have read along this line. One of the worst handicaps we have to contend with are unreasonable speed restrictions."

Conductor F. S. Ball, Fulton, Ky.:

"I know of many instances where unreasonable speed limits have caused accidents that would not have occurred if it had not been for these foolish laws. I have seen many a boy catch slowly moving trains which he would not have tried to catch if they had been running at a faster rate of speed. What our people need is more education."

Engineer R. L. Vantreese, Fulton, Ky.:

"Mr. Foley hits the nail squarely on the head. I am with him on the question of speed restriction."

Conductor F. A. Steinbeck, Paducah, Ky.:

"The Vice-President's letter contains fine information for the public. I heartily endorse the letter in every respect."

Engineer C. Chandler, Jackson, Tenn.:

"I think Mr. Foley's letter No. 2 a great letter and every employe ought to do his very best to help in this movement to secure the right of way for trains."

Conductor W. T. Straub, Tennessee Division:

"The subject covered in Mr. Foley's letter, to my mind, is of the utmost importance. Employes can be relied upon to talk this matter over with their friends in the different towns along the line. At Water Valley, Ky., a few days ago, quite a number of gentlemen, including several I know, were discussing the accident at that point in which a wagon was demolished, a mule killed and two boys narrowly escaped injury; also the unfortunate tragedy at Fremont, where three people lost their lives in an automobile accident. I seized upon the opportunity to present our side of the case and I feel that I convinced several of the justness and practical value of Mr. Foley's contentions. The attitude of these gentlemen after our talk was such that I feel that these friendly talks with the people who make the speed restrictions is the best way to overcome them."

Engineer K. J. Gwyn, Memphis, Tenn.:

"I have asked the mayor and aldermen of Newbern, Tenn., to raise the speed limit. I have also sent to them copies of Mr. Foley's letter in order that they might see in detail the exact cost and delay to trains caused by these speed restrictions."

Engineer R. Johnson, McComb, Miss.:

"I think the speed restrictions are too severe and I will talk this matter, as well as other things, over with the people every chance I get."

Conductor R. H. Bowles, New Orleans, La.:

"I think the speed restrictions are unreasonable and I assure you that I will be glad to talk to the people about this matter."

Engineer E. M. Coe, McComb, Miss.:

"This is a great railroad of ours. I say ours because I feel that way about it, having been in its service for 38 years. I trust the public will in time become softened in its attitude toward us. There would be a great howl if by some unforeseen circumstance our railroad would cease to operate for a short period of time."

Engineer E. L. Lancaster, McComb, Miss.:

"My suggestion is that a copy of Vice-President Foley's letter be mailed to every official of the different towns. I feel sure the employes will do their part."

Engineer A. Marx, McComb, Miss.:

"Such information as is contained in Mr. Foley's letter is bound to have its weight and influence and is one of the means of bringing the men and the company closer together. We men as a body should do all in our power to bring these things before the public. I will do all in my power to help."

Engineer E. Hakers, McComb, Miss.:

"I am very much interested in the contents of Mr. Foley's letter on unreasonable speed restrictions, and I, for one, will do my part."

Engineer A. E. Williams, McComb, Miss.:

"I appreciate Mr. Foley's letter very much and will co-operate with him to the best of my ability."

Engineer C. H. Hafen, Louisiana Division:

"I, for one, will do my best in trying to enlighten the public at every chance I have. I think the speed restrictions are too severe and that the railroads are being imposed upon and not getting the square deal which they are entitled to."

Engineer Wm. Beven, McComb, Miss.:

"Mr. Foley's letter strikes the proper key-note. The sooner the rank and file become imbued with the spirit the better it will be for the public, the railroad and the men."

J. H. Rogers, Brookhaven, Miss.:

"Mr. Foley's letter brought out in a clear way facts which the average person would not think of. I hope he will continue to send these letters out from time to time."

Engineer George McIntyre, McComb, Miss.:

"I will not lose an opportunity to place before the public the facts contained in Mr. Foley's letter. The eighth paragraph of the letter impresses me particularly for the reason that it is my firm belief that the restriction of the speed of trains through small towns has a tendency to increase rather than decrease accidents."

Engineer Alex M. Stewart, McComb, Miss.:

"I believe it a good policy to take the employes into the confidence of the management in all matters pertaining to our common welfare, as it tends to create a community of interest and helps to weld us into one great family working together for the common good. During the greater part of a lifetime spent in

locomotive service, my observation has been that the speed restrictions placed by small communities on freight and passenger trains are a farce and tend to cause the very accidents they are intended to prevent."

Engineer T. J. McCosker, McComb, Miss.:

"I heartily endorse the sentiments expressed by Mr. Foley regarding speed restrictions. It would be a great thing if speed restrictions were removed, as they cause delay and waste of coal and, in my opinion, more accidents than would otherwise occur."

Engineer W. L. Munn, McComb, Miss.:

"The President of the United States has said that the railroads are the principal arteries by which the armies of the allied nations will have to depend upon for supplies. I consider Mr. Foley's letter a patriotic appeal which should be recognized by the government and that the government should take steps to overcome as many of the slow ordinances through towns and villages as possible. This would relieve employes by enabling them to make quicker trips and thereby give them more rest between trips. It would enable them to 'make it in' ahead of the 16-hour law and prevent them from being tied up on the road away from home. It is also my opinion that slow trains through towns are one of the great causes which produce accidents. The main thing in handling heavy trains is in keeping them going, after they are once started, and in keeping the slack from running up on the engine in short dips and then running out with a jerk."

Engineer I. H. Martin, McComb, Miss.:

"There are a great many people on the line of the Illinois Central yet to be educated to higher ideas, but I feel that considerable progress has already been made in all directions. You can count on me to use my influence in helping to abolish these unreasonable speed limit laws."

Engineer A. Harms, McComb, Miss.:

"I consider it the duty of every employe to co-operate with the management and use every possible influence to have speed limit laws abolished."

Engineer A. J. Tillman, McComb, Miss.:

"Mississippi is a six-mile state and this law has a tendency to make people careless around the towns where it is enforced."

Engineer J. L. Zwingle, McComb, Miss.:

"In my estimation, unreasonable speed restriction laws are not only a loss to the railroad company and to the government and to shippers and to employes, but they also actually produce accidents which would not occur if it were not for these laws."

Conductor C. B. Emmerich, McComb, Miss.:

"After reading Vice-President Foley's letter, I feel that every loyal citizen of the United States in the present time of congested transportation, when the success of our country in war depends largely upon the efficiency of the railroads, should take this matter up in their lodges, societies, Red Cross and Y. M. C. A., and agitate the question of having this same matter taken up with towns, cities and with state legislatures."

Engineer J. L. Collins, McComb, Miss.:

"This company is very loyal to its employes and they should show their hearty appreciation by taking greater interest in the affairs of the company. I shall certainly exert every effort at all times to do all in my power to further the interests of our company."

Conductor J. G. Muller, Brookhaven, Miss.:

"I feel safe in saying that you will have the hearty co-operation of all the employes of the Illinois Central in the movement concerning unreasonable speed restrictions."

Engineer E. G. Stanton, McComb, Miss.:

"Unreasonable speed restrictions are a detriment to the public, as well as to

the railroad. I shall do all in my power to promote the welfare of our company, particularly in this matter."

Engineer L. Jenkins, McComb, Miss.:

"I have learned something from Mr. Foley's letter which I did not know in regard to the magnitude and great losses occasioned by unreasonable speed restrictions, and I will be glad to talk this with the public."

Engineer J. S. Harris, McComb, Miss.:

"I have come to the conclusion that employes can do a great deal of good by discussing unreasonable speed restrictions and other questions affecting the interests of the company with the people. I enlist to do my part."

Conductor E. S. Sharp, Jackson, Miss.:

"I handed copies of Mr. Foley's letter to several of my friends at Clarksdale, Miss., among them a number of traveling salesmen, and after they had read the letter I took occasion to ask them what they thought of it. Without exception, they all spoke of the contents of the letter in terms of the highest praise and expressed the views that many of the unfair laws had been enacted without any investigation and through abject ignorance. There are very few slackers among the employes of the Illinois Central. I wish to say to Mr. Foley that his men are with him heart and soul because they know he would not ask or expect anything unreasonable of them and because they know that he is trying his best to meet the requirements of the people and the government in their efforts to defeat the common foe—Germany."

Conductor R. D. Robbins, McComb, Miss.:

"I think many of our conductors and employes generally will respond to Mr. Foley's request to talk about unreasonable speed restriction laws to their friends and acquaintances.

Engineer C. P. Chandler, Cairo, Ill.:

"I feel sure that no set of people have treated the nation more faithfully and patriotically than the railway managers and employes, and one of the most effective ways in which the people can co-operate with them in their struggle to win the war would be to abolish unreasonable speed restrictions through cities, towns and villages, thus lifting a troublesome problem from their shoulders."

Conductor J. W. Arnn, Tennessee Division:

"It shall be my pleasure, when the opportunity presents itself, to talk with the public, patrons and especially city officials in an endeavor to impress upon them the arguments presented by Vice-President Foley in regard to unreasonable speed restrictions."

Conductor W. D. Ray, Haleyville, Ala.:

"It occurs to me, and I venture to suggest, that if the effects of these speed restrictions were brought to the attention of the authorities of the municipalities which imposed the restrictions, together with the information as to the excessive demands now being made upon the railroads, a repeal of these restrictions could be induced. Undoubtedly this would be the result in many instances."

Conductor J. A. Cunningham, Tennessee Division:

"On the Birmingham line we have five villages with speed restrictions and not one of them has more than 500 inhabitants, but we have to come down to 8 miles per hour passing these stations, which causes considerable delay. As conductor on a fast train, I have had three accidents in nine years where life was lost, and two of them occurred in a village that has a speed restriction. I have never had an accident at any station where there are no speed restrictions, with but one exception. Where the trains do not slow up, the inhabitants know it and look out for themselves."

Engineer J. C. Staley, Jackson, Tenn.:

"I am in a position to appreciate the loss of time and waste of fuel in complying with unreasonable speed restrictions. I feel if the public realized the condi-

tions under which the railroads are operating at the present time, that they would be willing to co-operate with them in every way possible."

Conductor R. H. Cassidy, Illinois Division:

"These letters are indeed very instructive and contain valuable information for all employes, and I am sure good results will be obtained through this inter-communication of knowledge as between the management and employes."

Engineer Morris Gee, Memphis, Tenn.:

"I think Mr. Foley's letter fine. It should encourage our men to help in getting these unreasonable speed restrictions removed. One good effect would be to prevent hoboes from getting on a train just to ride over to the next station and turning an angle cock in order to stop the train and permit them to get off, which generally results in pulling out draw-bars, not to say anything about the great delay to trains. It would also to some extent solve the problem of car shortage."

Conductor W. C. Hancock, Mounds, Ill.:

"Mr. Foley's letter contained much good information for the employes and I believe the employes will talk the facts to the public with good effect."

Engineer J. H. Fuqua, McComb, Miss.:

"Mr. Foley's letter appeals to me as one which should concern the people that live along the line and should be seriously considered by every employe. I consider it the duty of every employe to acquaint the traveling public with the importance and true meaning of the contents of this letter."

Conductor C. J. Hurst, St. Louis Division:

"We have on the Centralia District about ten places where we are required to reduce speed. This causes a delay of from 30 to 45 minutes on a run of 102 miles. My observation has been that there are more accidents in these slow speed towns than elsewhere. On the evening of October 23rd, while going through one of these slow towns at about six miles per hour, a young boy and girl ran in front of the locomotive and then stopped and looked back instead of stopping and looking before crossing. If the train had been running faster, they would not have taken this chance."

Conductor C. T. Harris, St. Louis Division:

"In 1886 the City of Chicago had a law that required all trains to slow down to six miles per hour. I was at that time employed on the C. & N. W. It took a passenger train one hour to go from the City Limits to the depot, a distance of six miles. The right of way was lined with boys jumping on and off the trains. I was on trains twice where boys were picked up badly hurt. This law was only in effect a short time. It was found to be impracticable and was repealed."

Conductor John B. Aitken, Centralia, Ill.:

"Mr. Foley's letter was carefully read by myself and my crew. Every paragraph of the letter contained an educational feature, which has not heretofore been impressed upon our minds. With the understanding which I received from reading this letter, I shall now consider myself one of that great army which our country is now organizing to combat the forces which are endeavoring to enthrall all liberty loving humanity into servitude. I shall aim to go 'over the top' in this campaign to get speed restrictions removed."

Illustrative of the argument advanced by a good many of our enginemen and trainmen, to the effect that slow speed of trains actually produces accidents, we might recite one concrete case which occurred very recently. At Freeport, Ill., at 11:40 A. M., the 2nd inst., Fred Bales, Jr., a five year old boy, attempted to hop on a slow moving train composed of seventy cars passing through Freeport. He fell under the wheels and his right leg was cut off between the knee and ankle. It is true that a great many similar accidents are occurring on the railroad, so that the point made by the various writers on this subject is well taken.—Editor.

PUBLIC OPINION



What the

World thinks

HOGS IN 1918

The proletariat of the live stock world—hogs—will save the food situation next year.

The southern hog is to be the leader among the saving porkers.

The farmers in the southwest, because of the failure of the grass crop, are selling their cattle. Therefore the cattle shipments next year from the southwest and the west will be small. The hog output from the same regions will be small.

The hog must furnish the fat next year.

The south ought to be the great hog-producing territory.

The south must be the great hog-producing territory.

The failure of cattle over the country must be made up by hogs.

The southern hog must do more than the usual part assigned to the hog.

Now is the time to begin to grow hogs for next year for a big profit.

Sow at once winter wheat or rye, not very much, but some.

If you have one brood sow, buy one; if you have two, buy one; if you have four, buy two. In other words, there ought to be 50 per cent added to the breeding capacity on every farm.

You can feed these hogs in the winter and in the spring until early summer on green wheat or rye and other grass. In the late spring you can plow up the wheat and rye and plant the ground in corn or in peas.

In the south the sows should be bred so as to furnish two litters of pigs a year.

This can be easily done in the Memphis territory.

We are advising the growing of hogs not as an experiment but as a necessity. We are sure the profit will be big. There can be no loss in the investment.

In an investment of this kind the citizen will be doing a great service to his state and to his country.

We have the advantage of the northern hog grower, in that there is more pigging among the sows in the south than in the north.

The mistake in growing hogs is that the real importance of a pasture is overlooked. The average southern man thinks a hog must be raised on corn. The scientific hog grower depends mainly on grasses. Corn comes into the economy of fattening hogs, just like corn comes into the economy of fattening cattle.

We would advise our people to raise sheep, but they have not got enough sheep sense. It takes lots of education in sheepdom to make a good shepherd.

Banker Thomas, down at Grenada, and other men established a number of pig clubs last year and the year before.

Enterprising and patriotic bankers and merchants in every county seat and in every town in this territory ought to begin at once a campaign for hog growing.

Let them supply a little money for the purpose of buying brood sows. Let them also supply a little money for the purchase of good sires.

Every negro tenant ought to be sold a brood sow on credit.

The scraps from his table and other refuse would keep the sow going.

Every plantation owner ought to set aside an acre for his negro tenants to grow a little grain on for the hog.

A little teaching makes the negro a good hog raiser.

In Kentucky the small negro tenants excel in the growing of hogs and chickens.

There are millions in hogs, but we are not appealing to the people to grow hogs for this reason alone, but because it is a necessity.

The south has responded mighty well to every call that has been made.

Mr. Vrooman came down here and told us that if we did not raise enough to eat we would starve. We raised not only enough to feed ourselves, but enough to have a big surplus.

We can raise enough hogs to eat, but what we want to do is to raise enough hogs to ship millions out of the south.

Up to the present the south has not fallen behind in a single demand that has been made by Uncle Sam.

According to our means, we have done everything.

Mr. Cottrell of the farm development bureau of the Chamber of Commerce will begin shortly to print daily bulletins on hog growing.

We are not writing this to the man with 10 brood sows or to the big hog grower, but we want every man who has a kitchen in the country to have one sow, and every man who owns a little land, or rents a little land, to have two sows.—*Editorial, Memphis Commercial Appeal, Nov. 15, 1917.*

MISSISSIPPI FREE OF CATTLE TICK; LIFT QUARANTINE

Ban Will Be Lifted From Great Part of the South, December 1

By PAUL WOOTON,

Times-Picayune Staff Representative.

Washington, Nov. 11—As a reward for its plucky fight against the cattle tick, Mississippi is being given as much favorable publicity as is within the power of the Department of Agriculture. Since it is the first state in the

Far South to free itself entirely from the pest which has caused such tremendous losses to the cattle-growing industry in the South, this example will be used as effectively as possible by the department to hurry the freeing of other states.

An area of 65,520 square miles in nine states is to be freed from federal quarantine December 1, which will be a red letter day for the cattle and dairying industry of the South.

This release breaks all records in tick eradication. The total territory released during the year 1917 through the co-operative efforts of the states and the United States Department of Agriculture amounts to 70,754 square miles, or 20,000 more than were released in 1912, until now the record year. Throughout Mississippi, and in ninety counties and parts of counties in eight other Southern states, local officials and citizens are arranging local celebrations to mark the dipping out of this costly parasite of Southern agriculture.

Governor Bilbo, by special proclamation, has declared December 1, when the release of twenty-eight counties, his entire state, will be freed from quarantine, a day of special rejoicing. At the state house he will receive the congratulations of the United States Department of Agriculture for the state's effective co-operation in dipping out the tick and driving a wedge of free territory through the gulf.

Congratulatory messages are to be sent also to the governors of the other states and be transmitted to each county celebrating its entry into the free cattle territory of the nation.

Before the ticks were dipped out, these parasites annually killed many cattle with tick fever, steadily sucked out of cattle vast quantities of blood which should have gone to make meat or milk, wasted, therefore, much of the grain and forage fed to cattle, and finally, prevented the introduction of non-immune breeding stock for the improvement of Southern beef and dairy herds. The presence of the tick barred shipments of Southern cattle from the open com-

petition of the free pens at the packing centers and forced their owners to sell them at a disadvantage from quarantine pens for immediate slaughter only.

The South, since 1906, has succeeded in releasing from quarantine 379,312 square miles, or over 51 per cent of the originally quarantined area. Mississippi is the fifth state to be declared entirely free, the states of California, Kentucky, Missouri and Tennessee previously having been released. Special credit, however is due to Mississippi because much of the area freed was heavily infested with ticks. There remain in the entire South 349,250 square miles yet infested and to be cleaned and released from federal quarantine. The example of Mississippi, however, it is believed, will serve as a strong incentive to neighboring states to widen the wedge to the gulf until the tick is eradicated from the entire South.

That this year's record will be exceeded in 1918 and that the tick will be banished from the nation by 1921, are strong probabilities. Louisiana and Arkansas, following the example of Mississippi, have passed statewide laws making the eradication of the tick compulsory in every infested county, the Legislature of Texas has recognized the importance of tick eradication, although its laws do not make eradication compulsory in its various counties for some time to come. Indications from all the tick-infested states are that in many sections the people have grown thoroughly tired of the toll the tick is making and patriotically are building dipping vats and making preparations to free their cattle during the coming year.—*The Times-Picayune*, Nov. 12, 1917.

SPEED RESTRICTIONS IMPOSE ENORMOUS BURDENS ON ROADS

T. J. Foley Urges Trainmen to Help Bring About Reform

T. J. Foley, vice-president of the Illinois Central railroad, has written a letter to all trainmen engaged on the line calling attention to unnecessary speed restrictions and suggesting they discuss

the matter with the authorities in their respective localities in the effort to bring about a reform towards the end of producing better transportation efficiency to meet present strained conditions.

"I have not heard that there is a disposition anywhere to co-operate with the railroads by removing unreasonable speed restrictions," writes Mr. Foley after outlining the manner in which the railroads of the United States have co-operated through the Railroads' War Board to increase transportation efficiency. "Shippers have taken a live interest in co-operating with the railroads in increasing their efficiency, but the authorities in the towns, cities and states have not done anything. Perhaps this is because they have not been asked to do so. I think it would be meet and proper for you gentlemen to discuss this matter with the people whenever you have the opportunity.

"It would seem that the only slack left in the railroads is the slack which the people, themselves, who are asking for maximum efficiency, have placed in them. For instance, on the Illinois Central system there are 480 speed restrictions. Practically every hamlet, town and city has its speed restrictions, the great majority of which are six miles per hour for freight trains. These restrictions, in many instances unreasonable in the extreme, constitute an enormous burden on interstate commerce.

"On the main line of the Illinois Central between New Orleans and Chicago, there are ninety-one places where the speed of freight trains is restricted, either by ordinance or state law, the total distance embraced in these restrictions being fifty-seven miles. There are forty-eight places where passenger trains are required to reduce speed to six miles per hour. Many of the places where trains are required to slow down to six miles per hour are mere villages.

"The loss of time resulting from complying with unreasonable speed restrictions on the Illinois Central system is equivalent to a day's work for 49,883 men in each year. This waste is particularly burdensome at this time when

the shortage of labor is a tremendous handicap to efficient operation. Ten thousand more men could now be used on the Illinois Central if they were available. Complying with these restrictions means the waste of 361,533 tons of coal per year, at the value of \$758,030 at the present prices. It means the waste of 10,021 locomotive days and 248,522 freight cars per year."

Mr. Foley asserts that if the unreasonable speed restrictions were abolished the railroads of the United States would give an additional efficiency equivalent to the moving of 75,023,520 tons of freight for a distance of 100 miles.

Great Number of Troops Moved

Neal M. Leach, general traffic manager of the Texas and Pacific railway, has called attention to an excerpt from a recent statement issued by Secretary of War Baker, telling of the movement of a great number of troops without a single accident.

This excerpt reads:

"An interesting summary of troop movements in the United States shows that since the present mobilization began 914,195 persons have been transported by the railroads for the War Department, of whom 256,816 were transported in standard or tourist sleepers, the remainder in day coaches. This vast movement has been conducted by the railroads of the country without a single serious accident, and the co-operation between the railroads and the department has been most cordial and effective."—*New Orleans Times-Picayune*, Nov. 27, 1917.

WHY ROADS ASK RELIEF

R. J. Clancy Explains the Plight of Carriers Despite Record Business

NEWS OF THE RAILWAYS

With the railroads receiving the largest gross earnings in their history, why are they in the position where they must either secure relief by a big advance in freight rates or suffer financial collapse?

This question probably is in the mind of the average layman who has been

reading anything at all about the plea of the carriers for advances in freight tariffs.

A clear and succinct explanation is given by R. J. Clancy, assistant to the general manager of the Southern Pacific Company. He points out that the service that a railroad renders is expressed in "ton miles."

A ton mile is the equivalent of hauling a ton of freight one mile. What a railroad is able to earn by hauling a ton of freight one mile corresponds to what a workman can earn for his hour of labor.

In 1913 the railroads received on an average of 7.29 mills for this unit of service. In 1916 rates have declined to a point where the ton mile brought only 7.06. In money this decline amounted to over \$80,000,000 in 1916. So that money received for the ton mile was less.

On the other hand, due to higher costs, the purchasing value of the ton mile also decreased. It buys less labor, material and supplies. In 1913 341 ton miles would buy a day's labor. In 1916 it took 393 ton miles. Now it probably takes over 400.

In 1913 5,800,000 ton miles would buy a mallet locomotive. Today the locomotive costs almost 10,500,000 ton miles. To earn the added cost of \$74,100, a railroad would have to haul a ton of freight 187 times around the world. So, 172,153 ton miles would buy a box car in 1915, but the small car costs 284,000 ton miles now.

While the purchasing power of the ton mile has increased, that of other commodities has risen. In 1915 a ton of manganese was equivalent in purchasing power to 93,000 ton miles. In 1917 it is equivalent to 566,000 ton miles. The purchasing power of the ton mile has dropped all the way from 10 to 60 per cent in respect to labor, equipment and the 1200 or more grades and varieties of material ordinarily used by a railroad.

The shipper's dollar now buys 141.6 ton miles, the largest in history. The

railroad's dollar buys the least in history.

That is, the railroad gets less dollars per ton mile and the dollars buy less than ever before.—*Chicago Post, Nov. 22, 1917.*

HELP THE RAILROADS AND THE NATION

That the railroads are handling the greatest traffic in the history of the country is generally known. It is likewise known that the railroads, co-operating as never before, are handling the vast traffic with remarkable efficiency, considering the handicaps under which they labor. These include shortage of equipment and lack of needed terminal improvements and track extensions that had been postponed because of unfavorable conditions during recent years. Patriotism has inspired the railroad managers to put forth extraordinary efforts in the stress of war time demands.

Though in response to this extremely heavy traffic gross earnings have increased very materially, net earnings have decreased to a startling degree because of the advanced cost of all materials, of fuel and of labor. This decrease explains the alarming contraction in the value of railroad securities. Frank A. Vanderlip, one of the nation's leading financiers, now insists that the government must either acquire ownership of the railroads or must take effective action to restore the confidence of investors in railroad securities.

The railroads have co-operated with the government in whole-hearted fashion as a fundamental means of carrying forward war preparations. The government now, through the interstate commerce commission, should co-operate with the railroads by granting the request of eastern lines for a 15 per cent increase in freight rates. The government should further be prepared to grant other reasonable requests for increases that may follow, while exerting itself to prevent by every effective means within its power such increases in costs of operating railroads as must lead to bankruptcy or to

the necessity for still further advances in freight rates beyond those now required.

This is primarily a question of national efficiency. The railroads must have the necessary equipment or they cannot perform the transportation service that is essential not only to the comfort of the people but to the national welfare and even national safety.—*Editorial, Chicago Daily News, Nov. 19, 1917.*

THE RAILROADS AFTER THE WAR

Relief for the railroads is highly important in relation to our military preparations and the financial stability of the country, but it is also important in relation to post-war conditions. Inadequate revenues make it difficult to purchase equipment for our present transportation needs and cause serious depreciation in railroad securities. It is not likely that the railroads can worry along, even during the period of the war, if it should be prolonged, and make shift to meet our military needs, without an increase in rates. But it is certain that if they are compelled to do so they will be in bad shape to handle the nation's business after the war. It is also certain that when the war is over American business will require high-grade transportation service, if it is to meet the competition of the world, to say nothing of supplying the enormous demand for commodities now anticipated. But the old rails, freight cars, and locomotives are wearing out, and the added burden of transporting military supplies naturally accentuates the wearing out process. A certain amount of the equipment must be replaced every year, in order to maintain the standard of service. But, with constantly declining revenues, less and less can be spent on replacement and betterments. Unless, therefore, relief is granted, we shall find at the end of the war that, by restricting the railroads, we have restricted, if not temporarily ruined, our opportunity for industrial prosperity.

Talk of government ownership at this time can only confuse the issue. It is

obvious that, with war financing on our hands, it would be practically impossible to undertake the purchase of property representing such vast investments as the railroads. On the other hand, by permitting an increase in rates, we are not interfering with or precluding the possibility of government ownership, if it should become feasible. If we regard the railroads as being held in trust by the present owners, there is certainly all the more reason why we should want the properties kept in good condition.—*Editorial, Chicago Tribune, Nov. 20, 1917.*

COMBINATION AND RATES

If it were possible for some psychic sharp to get in touch with the late E. H. Harriman, his comment upon the wartime unification of railroads doubtless would provoke a smile. As a financier concerned with profits, Mr. Harriman saw the economy of combination and he became richer. Yet his consolidations were accounted offensive. But what was forbidden yesterday is exacted today. War pities not tradition.

Yesterday the process of administering as a unit the lines east of Chicago was begun. The fact that there is work enough and to spare for all rendered the merger simpler. With war crowding the railroads, none will suffer because of being run chiefly in the interest of the nation. To a degree greater doubtless than at any previous time the operating man has thus been given a freedom. The present crisis ought, in consequence, to liberate the best talents and capacities of the transportation executives. Competition no longer modifies their decisions.

This radical combination is accepted without public debate for the reason that it is a part of the price of victory. The railroads have agreed to the nationalization of their business because of that. Patriotism has governed them. Their generous conception of their duty to the nation serves, however, to emphasize the reciprocal obligation of the country.

Since the declaration of war, even before the actual outbreak of hostilities,

the railroads have by successive steps placed their resources at the command of the nation. They realized that the only business worth while in America is winning the war. The government which accepts these sacrifices must assure the roads against losses which may thereby result. Rates must be so amended that the owners of the roads will not be asked unduly to carry the burden of the entire country. Combination has come because it was a war necessity. The cost must now be paid.—*Editorial, Chicago Herald, Nov. 27, 1917.*

TRANSPORTATION FOR SOLDIERS

In every first-class army it is considered desirable to allow the soldiers permission to go home on furlough at various intervals. In most of these armies, we believe, transportation is furnished by the government. No such provision is made by the United States. When our soldiers get to France it will, of course, be difficult if not impossible to give them the opportunity to go home. For this reason it would seem to be all the more important to extend the privilege while they are still in this country.

As a case in point we quote from a letter received by Rabbi Hirschberg, who is keenly interested in the project: "I am a widow with both of my sons in the army. The youngest was with General Pershing in Mexico and I have not seen him for four long years. He writes me often and is a good boy, giving money for my support, but he has not sufficient to come and see me, as he is stationed at San Antonio."

It has been suggested that the railroads should reduce their fare by half for soldiers, but the railroads have burdens enough without undertaking new ones. The government has transported these men from their homes and the government should furnish them a sufficient allowance to return whenever a furlough is granted for that purpose. In the treatment of our soldiers the government must pursue a policy of benevolent paternalism.—*Editorial, Chicago Tribune, Nov. 26, 1917.*

THE GOVERNMENT AND THE RAILROADS

The railroad problem has reached the stage of cabinet discussion. Washington despatches indicate that the discussion turns on the question of government ownership. In other words, it would appear that the administration, while not prepared to advocate the nationalization of the railroads, is looking in that direction for a solution of our transportation difficulties.

Government ownership may ultimately commend itself as a national transportation policy. But it does not now commend itself to any large part of the population. It must inevitably be a remote goal, if it ever should become a goal. The reasons are manifold; one of the

most potent lies in the difficulty, if not impossibility, of raising the enormous purchase price concurrently with the floating of huge war loans.

Agitation for government ownership merely obscures the necessity for granting the railroads immediate relief. It is as if the specialists should allow a patient to die for want of nourishment while they were discussing the advisability of a major operation.

It is admitted that the railroads require additional revenue to develop their full efficiency. It is admitted that they should be relieved of certain burdensome legal restrictions. These are not problems. They are simple questions for administrative and legislative common sense.—*Editorial, Chicago Tribune, Nov 30, 1917.*

Regarding the Pomerene Bill of Lading

By M. E. Nichols, Auditor

While the liability of carriers under their bills of lading had been defined from time to time by courts, the Act of Congress, which became effective January 1, 1917, and is usually referred to as the "Pomerene Bill of Lading Act," was the first national legislation on the subject.

The movement for a uniform or national bill of lading law started about 1904, and, while several bills were prepared, for various reasons, they failed of enactment. The necessities for such a law were presented by the American Bankers' Association with the cooperation of various trade bodies, but the law under discussion was the first to pass Congress.

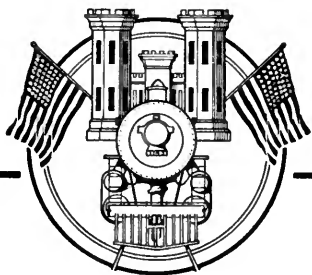
The substance of this law requires the carrier to deliver to the consignee the shipment as described in the bill of lading given to the consignor, or to become liable to the owner of the bill of lading for the shipment therein described. It is, therefore, of the utmost importance that agents exercise the greatest care in the execution of bills of lading to see that the shipments covered thereby are properly described and that they cover the goods alleged to be offered for shipment. It naturally follows that any bills of lading under which the company becomes responsible and any liability which the company has to assume because of improper bills of lading, become liabilities of the issuing agents and their bondsmen.

The law makes a bill of lading a bankable paper, and there is, therefore, no limit of the carrier's liability, as formerly, to the shipper or his agent, but the carrier becomes responsible to successive parties who may become the innocent purchasers of the negotiable

paper. In the case of "order" bills of lading, it is especially important that such bills of lading be invariably demanded as a precedent to delivery and suitably cancelled, or, when this cannot be accomplished, that delivery is made only in accordance with the established rules of the company. In this connection, the law provides that "where a carrier delivers goods to one who is not lawfully entitled to the possession of them the carrier shall be liable to anyone having a right of property or possession in the goods if he delivered the goods otherwise than as authorized," and agents should be most careful to avoid improper deliveries.

The law provides a heavy penalty upon anyone who issues, with intent to defraud, a bill of lading, or who falsely makes, alters, forges, counterfeits, prints or photographs any bill of lading purporting to represent goods received for shipment, or who issues or aids in issuing or negotiating a bill of lading which contains a false statement, and it is incumbent upon agents to protect themselves and their bondsmen in seeing that bills of lading are properly and accurately issued and to take necessary steps to protect themselves and the company in the issuance of such documents. The issuance of bills of lading should be limited to as few employes of the agency as possible, and all who are authorized to issue them should be placed under bond. The full text of the act was published in *The Right Way* for February, 1917, and it is suggested that agents and others charged with the responsibility of issuing and handling bills of lading read it carefully and ask for explanation of any part not understood.—*Right of Way Magazine.*

MILITARY



DEPARTMENT

On Active Service with the American Expeditionary Forces

September 4, 1917.

American Y. M. C. A.

Dear Pal George :

Well, old scout, how goes everything? Same old grind I suppose. "Come on with the meat," and, "don't forget to mark me off next Sunday." And of course, I suppose you are still taking care of the ladies.

As for myself, I never was any happier or healthier in my life, and such has been the case every since we left the U. S. on the 23rd of July.

Suppose you received the letter I mailed you upon reaching England? Also the cards. Our voyage across was uneventful. Fine weather all the way, with the exception of one day and no rough sea at all.

You know George, I was in charge of the Motor Truck Company, leaving Chicago, and for a while it looked as though we were to make the trip across England overland with the trucks, but that was all changed and we made the trip on trains. Were not with the main body at the big parade in London, and I regretted it very much.

Can't begin to tell you how royally we have been welcomed at every place we passed through, both in England and here. Landed at a certain port of France, on the 17th last, and were only a couple of days reaching this place where we are getting in shape to commence our R R work. Expect to start soon. Don't know just where we are to operate from but presume that we won't be far from the front. Only hope I get to see real action before it's all over with.

Was busy three days last week with details of Yard and Trainmen observing the French method of yard and train operation. They are strong for the hump system and except for the difference in equipment and tonnage the work is pretty much as ours. If I can find room for one of their box cars in my trunk locker when I am to start back, I shall fetch one to show you. The largest is 10 ton capacity and the connections are all the same, English, that is, chain connections and a screw affair which hooks to the car adjoining and slack taken up by an affair resembling a vice lever. Very few brakes, all cuts slowed down or stopped with skates. It's quite an art to know where to place the skates so as not to allow the cars to register too hard and at the same time do the business so as to get your cuts closed up. But when you stop one too soon, all you have to do is to put the back to it and grunt. The yards that I have seen are all well layed out and the footing is real good. While the road bed and general layout on the main lines is fine, their locomotives are right up to the snuff and seem to be capable of doing their bit. Many large types

and of modern make. Monkey motion, etc., although I have seen no super-heaters as yet.

Owing to the censorship, I can't tell you anything which might disclose our location, but believe me Son, we hear the roar of the big guns every day and it is a common sight to see "something going on" in the air. Only this morning I saw a German machine plainly visible not far from over our heads and believe me again, Son, these French Anti-Air-Craft Guns soon had the bird beating it up toward the Good Lord. No chance for that fellow getting back over the lines, for "oodles of French fliers" were up and after him pronto.

We are close to a big hospital, and I often chin with the wounded boys the front. One gave me a German canteen which he gently relieved a Boche of, in a recent battle—killed the fellow after he had been shot through the leg. Another French soldier gave me a German coin and some post cards he took from a Hun who came near getting him as he was going down in the trench—shot him through the neck, but luckily it was not a deadly wound. I asked the French Comrade what he did after the German punctured him, and he picked up my pistol and with it explained with a big smile of joy how he blew the ginks dome off. I expect to have many trophies of the big War when I return, to interest the boys with.

What do you know about this, George? The best of champaign at only \$1.40 per qt. Now I know you envy me. Expect to get paid soon and the first one I pop I shall dedicate the cork to you and present to your Royal Nibs, at some later date. Other things are very cheap too, but not as trustworthy as cheap.

We get a cabled "Little Tribune" every day and of course you know how eager we all are to read the news which is only one day old. Hop-diddy old White Sox. Hope you keep it up.

Isn't it rotten the way that no good element is fighting military service in the States. Damn their rotten hearts. I am in favor of giving every one of them the "stone wall." God, if they could only see and hear the brave France. One doesn't know a thing about democracy until he knows the French. Oh, what a glorious people they are. The world knows no better type of manhood and womanhood, and the wonderful part of it all is the way they still "come up smiling." It is beyond any one's ability to justly put down in words or tell in speech of the great fight for mankind which these glorious people have made. Soon I will be in that part of the country which we used to read so much of when the Germans retreated and I will then try as best I can to verify what we used to talk so much of in the shanty, the Germans ruthless warfare.

Now write soon and often George and tell Mickey Mick that I will write him a good letter when I send him some more dough which will be in a day or so. Remember me to McCreath, Neff, Danny Sullivan, McGraw, German, Johnny, Smithy, the boys around 90th Street and to each and every one I send all my best wishes. Reply at same address.

Your old Pal,

Dan Coons.

HARRY D. HERZOG

Harry D. Herzog, formerly connected with the Electrical Department of the Illinois Central

Railroad Company is now with the United States Naval Aviation force in France.



1.—S. J. COWLES. 2.—J. F. FRESHETTO. 3.—C. L. PETERSON. 4.—W. M. PETERSON. 5.—G. A. PELLAR. 6.—P. J. CAHILL. 7.—J. A. BUSBY. 8.—J. KELLEHER. 9.—H. A. DOUGLAS. 10.—I. A. BROWN. 11.—A. BERGERON. 12.—J. A. LAW. 13.—G. BAYLESS. 14.—R. R. REED. 15.—W. L. FREE. 16.—W. M. HEALEY.



COL. W. D. NEWBILL, WHO HAD CHARGE OF THE VICKSBURG NATIONAL PARK DURING THE RECENT REUNION, AND CAPT. JOHN PAUL JONES, HIS ASSISTANT.

Mr. Hall Was Formerly in the Employ of the Illinois Central Railroad Company and Is Now a Member of the 13th Regiment Engineers, Railways

Somewhere in England, Aug. 4, 1917.

Mr. W. J. Pinkerton,
9514 Indiana Ave.,
Chicago, Illinois.

My Dear Friend:

As a drizzling chilly rain has put an end to our camp activities for the time being, will take advantage of the opportunity and tell you about our trip. Believe me, there was plenty of excitement, too, before we finally slipped through the German blockade, and arrived at our temporary camp here in southeastern England.

Two companies of our regiment, A and B, the Illinois Central and the Rock Island, left the barracks at the Municipal Pier, Chicago, July 19th, and after a farewell march down Michigan Boulevard, entrained at the Nickle Plate yards, and were off for the east. We received a rousing welcome as we pulled into the Lackawanna Terminal, at Hoboken, and a little later were ferried across to New York.

On Sunday afternoon, July 22, after a stay of only a few hours in New York, we put out to sea, amid wild cheering and whistling from the ferryboats and crafts of all kinds in the bay.

The first six days of the voyage were uneventful, and the sea was calm all the way over, so only a few of the boys got sick. All of us seemed to have forgotten about submarines and the Germans, and were enjoying ourselves as only a bunch of soldiers can.

But on Sunday morning, the seventh day out, at 7:00 o'clock as most of us still lay in bed, we were brought to our feet by the roar of our six inch stern gun, and I want to say right now that no human being ever made any quicker move than we did then. We must have made that deck in better than nothing flat, and it certainly must have looked comical to see us piling out on deck with our life preservers on



D. L. HALL

and most of us only part dressed, with scared faces and knees shaking, all asking what was the matter, although we knew well enough what the matter was. Those who didn't know, soon found out, for, there on the horizon, about a mile and half away, we saw one of the Kaiser's "Buns" plugging away at us with her deck guns. She was just emerged enough to allow the use of her guns, and, take it from me, she made a mighty small target at that distance, while on the other hand it seemed to us that our ship must be looming up as big as a mountain to them, which wasn't very comforting.

As soon as we sighted the submarines, our ship put on full speed and began to run away, firing as we ran, and zig-zagging through the water. The sub. managed to launch one torpedo at us at the start of the battle, but we saw it coming and pulled out of its course, allowing it to pass harmlessly about 50 yards to our rear, after this our superior speed enabled us to pull ahead, and it was then that the sub. opened up at us with her deck guns. We could see a great flash from her guns as she fired, and a few seconds later the report. Then a shell would come whizzing through the air.

The German's first shot went over our heads and landed in the water beyond. The second did the same; but the third hit somewhere in our rigging and exploded, breaking all the windows on the upper deck and carrying away part of our wireless; but luckily, no one was hit. This was the only shell that hit, but that was enough to suit us. Talk about your anxious moments; it seemed as though our ship was just barely creeping along. The fourth shot landed in the water about five feet off our starboard and the fifth about twenty feet to our rear. Then the rest of the shots began to fall short and we knew we were pulling out of her range. The fight lasted about an hour, during which each ship fired about forty-five shots.

As to the action of our boys under fire for the first time in their lives, I

will say, and without pride, that their conduct was admirable. We will all admit that we were frightened at first, but after the first few moments of excitement were over, this all passed away, and good order prevailed as we watched the battle from the railing. About a half hour later the fight was over, we were cheered by the sight of two dandy little British destroyers which came in answer to our wireless call and escorted us the rest of the way to (censored) and you can't imagine how relieved we felt to have them alongside.

As it turned out later, the engagement took place about 150 miles off the Irish Coast, and the next morning we rounded the (censored), and put in at (censored), on account of mine danger ahead in the Irish Sea. We lay at anchor in the Bay there for a day and a half until the mines could be swept out, and on August 1st, at 8:00 a. m. we put into the docks at (censored).

On the trip through England, we stopped at Birmingham, for a few minutes, but not long enough for me to get in touch with your brother. However, I will probably be off on furlough later, and will get a chance to see him.

We have just learned from our captain this morning that there is to be a big celebration in London, August 13th, in honor of the American troops. Five thousand American troops will parade and be reviewed by the King and Queen. Our regiment will be among them. This will be the first time in the history of the world that American soldiers in any number have paraded in London, and we consider it quite an honor to be among them. It will also be our first public appearance here.

Will close for this time.

Sincerely,

D. L. Hall.

Co. A, 13th Engineers, U. S. A., Washington, D. C.

Distribution and Sale of Savings Stamps

On or about December 3, 1917, War-Savings Certificate Stamps and United States Thrift Stamps (together with Thrift Cards and War-Savings Certificates, with suitable pocket envelopes for such certificates) will be furnished (1) to postoffices for sale to the public and to agents of the first class, and (2) to Federal Reserve Banks, as fiscal agents of the United States, for distribution to agents of the second class, and also for sale to banks which are agents of the first class. Post offices and Federal Reserve Banks will maintain available supplies of stamps, certificates, and cards in amounts sufficient to meet the requirements for such distribution and sales.

Banks, bankers, and trust companies; railroad and express companies; department and other retail stores; the duly authorized representatives of labor, fraternal, and other associations; and other corporations, partnerships, and individuals who patriotically

offer their services without expense, either to the United States or to purchasers, will be among those whom the Secretary of the Treasury will in his discretion appoint as agents to sell the stamps, certificates, and cards.

Blank forms of application for appointment as agent, with the necessary information as to execution and filing, may be obtained from any money-order post office, from agent banks, or from State or local representatives of the National War-Savings Committee. Appointments will be made only under authorization of the Secretary of the Treasury.

No agent shall sell any United States Thrift Stamp at any price other than 25 cents for each stamp, nor any War-Savings Certificate Stamp at any price other than the current issue price of such stamp during the month in which sold, as hereinabove specified.

Development Bureau

A Great Southern Fair

By Mark Fenton, Assistant General Development Agent

What was considered by some to have been the best State Fair in the South and the greatest ever staged in Mississippi, opened in Jackson October 22, 1917. In spite of the stress of war-time conditions, the people of Mississippi united in one common effort to make this a representative display of their talents and industry, and much credit is due the State Fair Management and the various exhibitors. Every department, including schools, art and work of the home, was most attractive and creditable. However, the greatness of the 1917 Mississippi State Fair must be said to have been in its agricultural display, wherein the soil's every product was attractively portrayed and in a more diversified manner than ever before.

Among the noteworthy exhibits were those of Madison, Yazoo and Lee Counties, the I. C. and Y. & M. V. Railroads, the Mississippi Prison Farms, the Mississippi Corn Improvement Association, Boy's Corn Club, Mississippi Experimental Stations and the A. & M. College. Mention should also be made of the effective work of the young people, as shown in the pavilion set up by the Grenada Bank and its chain of branches from a dozen different counties. Thus the farmers, the schools, the young people, the railroads and even the prison inmates united in a display that revealed unquestionably the wonderful possibilities of Mississippi's soil and climate.

Out of eight counties competing for the general county prizes, the results were as follows: Madison, first; Lee, second, and Yazoo, third. Fine corn, oats, potatoes, hay and food products of all kinds for man and beast were in evidence in all of these exhibits.

Madison County, winner of the sweepstakes prize, is leader in the entire United States in weight per bushel of her oat crop, the general average in the United States being 32 lbs. per bushel, while Madison County averaged 40 lbs. per bushel. Experts from the U. S. Department of Agriculture are introducing new varieties, which promise even heavier yields. Good success was also made in the growing of wheat in this county and good yields were exhibited. An interesting feature of this exhibit was a choice lot of honeydew melons, equal in size and quality to fruit of this kind shipped in from the West and retailing at 50 and 60 cents apiece. One farmer exhibited a result of two crops of Triumph Irish potatoes, the spring crop averaging 80 bushels per acre and the fall crop 60 bushels per acre. While Madison County carried off the first prize and these figures are taken from their exhibit, competent agriculturists stated that it was a difficult task with which the judges were confronted, owing to the general excellence of everything displayed from the Mississippi farms.

The corn exhibit by the Mississippi Corn Improvement Association, the Boys' Corn Club, the I. C. and Y. & M. V. demonstration farms and others, proves beyond doubt that Mississippi is rapidly forging to the front rank as a corn producing state. To one who has viewed displays at State Fairs in Minnesota, Michigan, Indiana, Wisconsin, Iowa and Illinois, it was interesting to find that in no state was there seen a finer or larger display of its kind than that shown by the

Corn Club boys of Mississippi under the efficient direction of Professor C. A. Cobb. One of the most important actors in connection with the raising of corn in Mississippi is the Boys' Corn Club organization. Mississippi has an active army numbering 11,099 of these juvenile workers, many of whom were actual competitors in county contests this year. The splendid display by hundreds of these hard working young Mississippians told a decidedly interesting story of steady progress. Within a period of eight years, Mississippi's corn production has almost trebled, due largely to the work of the corn club boys who have been setting an example to their elders. Recognizing what the work of these young people means the State Fair has been notably liberal in premium awards, and the judging of exhibits is always an event of keenest interest. In 1916 these boys averaged 42.47 bushels per acre with a net profit of \$20.03. That year was one of the hardest crop years on account of the unusual drouth. While the figures are not in yet, it is estimated that these boys will average 60 bushels per acre this year with a net profit of about \$45.00 per acre. The total yield for the state this year is estimated around ninety million bushels. The aim for 1918 is a total state yield of one hundred and ten million bushels and twenty thousand boys in the corn clubs. The best ten records of these corn club boys this year is shown below:

Percent	Name	Address	Yield	Cost per		Total Cost
				Bushel	Variety	
75	Scott Kelley	Collins	180.00	\$0.20	Hastings	\$36.95
87	G. W. Brantley	Ethel	135.25	.10	Mosby & Vardaman	14.05
77	Florin Seal	Lumberton	122.00	.112	Rockdale	13.70
76	Alredge Seal	Lumberton	138.00	.128	Rockdale	17.80
72	Willie Cupit	Meadville	148.36	.16	Vardaman	23.90
72	Teddy Sanders	Vosburg	123.20	.13	Hastings	16.10
68	Bill Deaton	Iuka	150.00	.185	W. Dent	27.80
66	W. S. Hardin	Toomsaba	155.55	.21	Ga. Red Cob	33.85
62	Clyde Hood	Collins	162.00	.28	Hastings	46.45
60	Monroe McElveen	Osyke	140.37	.22	Hastings	31.05
			1,454.73	.17		\$261.65

Average for the ten:

Yield per acre: 145.47. Cost per bushel, 17 cts.

Value of corn at \$1.50 per bu.....\$2,282.09
Less Cost 261.65

Net profit\$2,020.44

The five best records of the Mississippi Corn Improvement Association are indicated below:

Name	Address	Yield	Cost per		Total Cost
			Bushel	Variety	
A. S. Woodruff	Batesville	521.49	\$0.168	Mosby	\$ 87.85
J. C. Johnson	Carrollton	475.71	.29	Grenada	141.30
A. Axelson	Vicksburg	378.25	.243	Hastings	91.90
B. N. Simrall	Ballground	488.08	.37	Mosby	180.65
Jno. C. Hancock	Coldwater	324.14	.226	Hancock	73.10
			2187.67	\$0.26	\$574.80

Averages for the five best records:

87.50 bushels per acre at cost of 26c per bushel.	
2,187.67 bu. at \$1.50 per bu.....	\$3,281.50
Less cost	574.80
	<u>\$2,706.70</u>

The girls' canning club, which includes women as well, is even larger than the boys' club, and what they have accomplished was strikingly illustrated in the splendid exhibit in the Agricultural Building.

The live stock exhibits attracted considerable attention, and the fact that Mississippi is making rapid advance as a livestock producing state was amply manifested. Fine specimens of cattle were shown, both beef and dairy types. One of the largest stock exhibits and one that attracted much attention and favorable comment was the fine showing of dairy and beef sires which were awarded as prizes by the Illinois Central Railroad one year ago to the Baby Beef Club boys of the state. There were eighteen of these animals on exhibition this year and their fine appearance clearly indicated that good care has been given these pure bred animals and that the boys have appreciated what was done for them by the railroad. It is interesting to know that among other prizes awarded to this stock, one of these fine animals, a pure bred Holstein given by the I. C. to George Osborn, of Learned, Miss., won the first prize in the three-year-old open class. This perhaps indicates more clearly than anything else the type of stock which the Illinois Central officials consider will bring best results to Mississippi farmers. That rapid progress is being made in the dairy type was made manifest by the fine display of creamery products shown in the Illinois Central booth from the various creameries along the lines, several of which were assisted in getting started by this company. Approximately two and one-half million pounds of butter will be made in this state this year. Five years ago, there was not a creamery in the state.

A splendid showing was also made in the swine department, an unusually fine class being the Duroc Jersey exhibit. Here again the club boys of the state showed to advantage what could be accomplished in the way of stock raising. Under the able leadership of Mr. P. E. Spinks, Mississippi Live Stock Club Agent, these boys had on display a large number of pure bred pigs from all sections of the state. There are over four thousand boys in Mississippi enrolled in these pig clubs. Practically all of their pigs are pure bred and it is of more than passing importance to the state that out of the 4,000 pigs owned by these boys, about 60 per cent of them are located on farms on which there has never been a pure bred hog. This statement will give a fair idea as to the results being accomplished from the boys' live stock club work. Mississippi has the three essentials necessary for the raising of live stock, viz.: good feed, abundance of pure water and good climate, with short winters, early springs and long summers, with no extremes of heat or cold.

The visitors also displayed considerable interest in the poultry house exhibits, where an excellent collection of birds was displayed, representative of nearly every type of fowl. There was also a number of sheep entries.

Taken all in all, the wonderful display of products at the fair, proves to the outsider the value of Mississippi as a farming and livestock center. The productiveness of the soil taken in connection with the climate, water, and cheap land available, makes this an ideal place in which a farmer may invest and establish a home. The state of Mississippi has twenty million acres of this splendid land at prices varying from five dollars per acre up, according to location and improvements. Write the Development Bureau if you are interested or know of anyone who is.



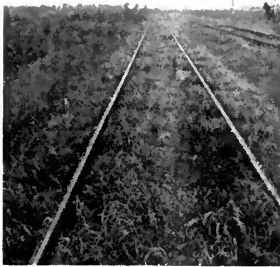
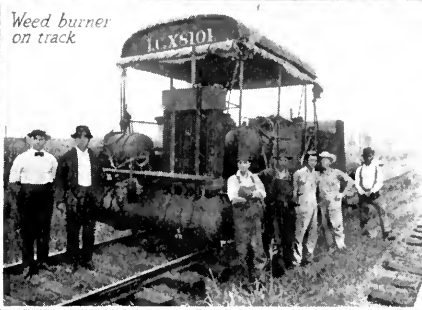
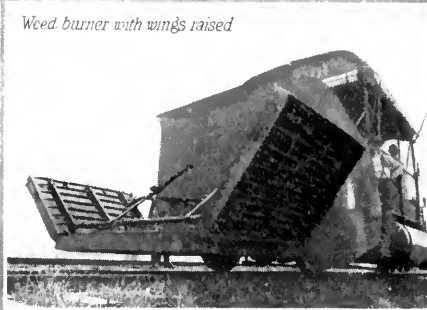
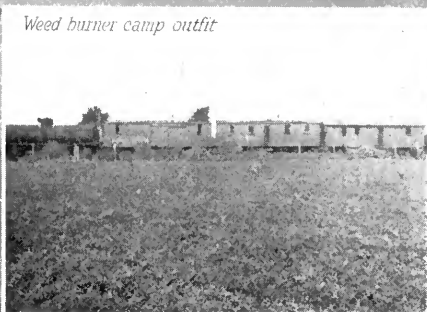
Destroying Weeds on Right of Way

By C. R. Knowles, Superintendent Water Service

VEGETATION growing on the right of way is objectionable for the reason that it increases maintenance expense, communicates and spreads fires, obstructs the view and interferes with telegraph and telephone lines. The elimination of vegetation on the road-bed proper reduces maintenance expense, affords better drainage to the ballast, prolongs the life of ties and gives a better view of track conditions. Vegetation growing in side tracks is crushed on the rail by the drivers of locomotives and causes them to slip, making it very difficult to handle cars in and out of weed infested sidings. The most troublesome Grass, Johnson Grass, Crab Grass, Horse Tail and Sweet Clover.

The annual expense of keeping the right of way and road bed clear of vegetation per mile of road is about \$70.00, which represents a little more than four per cent of the total annual cost per mile for maintaining track and structures. The most common methods employed in keeping right of way and track clear of weeds are teams with mowing machines, men with scythes and weeding by hand. Much of the grassing of track being done with shovels, especially between ties. Grassing track with shovels disturbs the ballast and while it removes the grass and weeds temporarily it has a tendency to promote future growth through cultivation. On some of our lines it is necessary to cut the right of way and grass the track but once a year while on other lines, especially in the south the weeds grow so rapidly

that it is found necessary to remove them twice a year. When it is necessary to cut the right of way twice a year the first cutting is done late in the spring and the second cutting early in the fall. The effectiveness of such treatment is only temporary and it is necessary to repeat the performance year after year. It is impossible to give the cost of any of the above methods singly as the work is not done entirely by any single method. Some of the track on Southern Lines where the growth of Bermuda Grass is heavy will cost from \$25.00 to \$40.00 per mile to clear a 14 ft. strip. If only a few weeds and little grass is on the track it will cost from \$12.00 to \$15.00 per mile, while on rock ballast and washed river gravel the cost will amount to from \$60.00 to \$80.00 per mile as a large amount of the grass and weeds on this class of track will have to be pulled by hand, which is very slow work. Numerous experiments have been made with various chemicals designed for the purpose of killing weeds, most of these weed killers being arsenical compounds. Conflicting reports have been made as to the merits of these compounds but there is no doubt that some of them are effective, especially on quack grass and other shallow rooted vegetation. The cost and effectiveness of chemicals will depend largely on whether the vegetation is rank or otherwise, the cost being from \$15.00 to \$100.00 per mile. The cost of treatment will vary greatly according to width of strip treated, character and density of weeds and weather

Track conditions before burning*Weed burner in operation**Track after burning**Weed burner on track**Weed burner with wings raised**Fire extinguishing crew**Weed burner camp outfit*

conditions. One serious objection to the use of chemicals for destroying weeds has been on account of many of the compounds being poisonous and injurious to live stock which absorb the chemicals while grazing on the right of way. This has limited the general use of the chemicals to such territory where there was little possibility of live stock reaching it. A repellent compound has been

designed to prevent live stock from grazing on the treated area which is claimed to be effective. This odor compound, as it is called, is applied immediately after the application of the weed killing compound.

Mowing machines attached to motor cars are being used successfully for mowing the right of way on several divisions. This machine mows a swath 6

feet wide starting about 4 feet from the gage side of rail. It will mow only one side of the track on double track but will mow both sides on single track. The cost of cutting the right of way with this machine is approximately \$1.50 per mile for double track and \$1.25 for single track as compared to a cost of \$3.00 per mile by hand.

It is the intention to use both the mowing machine and weed burner on the Yazoo and Mississippi Valley Railroad South of Baton Rouge, first cutting the weeds and then running the burner over the same territory after the weeds have dried out sufficiently to burn. By this method a swath will be cleared 24 feet wide at a cost of but little, if any more, than burning a 14 ft. strip, for the reason that the dead weeds will assist in the combustion of the green weeds, thereby reducing the amount of oil required for burning enough to offset the cost of operating the mowing machine.

A weed burner has been operated over the lines of the Yazoo and Mississippi Valley Railroad between Vicksburg, Miss., and New Orleans, La., for the past four years with very satisfactory results. The vegetation in this territory is very heavy, especially south of Baton Route, La. In fact such good results have been obtained from the use of this burner that the second burner has been purchased and will be placed in service north of Vicksburg.

The machine used for burning weeds is known as the Commonwealth Weed Burner. It is constructed entirely of steel and iron as the heat is so intense that any wood work would catch fire. The main frame or bedplate is a single steel casting comprising the center, side and end sills, transoms, engine foundation and floor, all in one piece. All other parts of the machine are attached to this bedplate. The machine is self propelling, being equipped with a 60 H. P. three cylinder reversible air starting engine. It is also equipped with an air pump driven from the main shaft of the engine for operating the air brakes and forcing the oil to the burners. The side, or wing burners, are also raised

and lowered by means of air cylinders. The wing burners work independently of each other and can be raised or lowered quickly to clear wing fences, bridges, etc., and can be adjusted to bank slopes. The machine is designed for a slow speed of three to four miles per hour while burning weeds and a high speed of fifteen to twenty miles per hour when going to and from work.

Two burnings are necessary to destroy weeds by this method. The weed burner is first passed over the weeds and the intense heat kills the plant life. The weeds soon wilt down and after a day or two of dry weather the weeds are dried out sufficiently to furnish fuel to assist in their own combustion upon the weed burner passing over them the second time.

The burner was originally designed to burn weeds with gasoline, but by changing the burners and coils it was found possible to use a less expensive oil than gasoline. The oil being used for burning is a distillate or fuel oil having a gravity of from 30 to 32 degrees Baume and is much cheaper than gasoline. The oil tanks have a capacity of 480 gallons and will burn from 10 to 15 miles, the consumption of oil depending on the density of the vegetation.

The engine of the first burner is operated on gasoline, but the engine of the new burner is designed to run on the same oil used for burning.

The weed burners are provided with cars for taking care of crew, trainmen, supplies, etc. This outfit consists of one combination kitchen and dining car, one bunk car with six bunks, one tool and supply car and tank car for oil. The machine requires a crew of two men to operate it in addition to train crew, which usually consists of conductor and flagman. A motor car follows the burner with section men to extinguish small fires in ties, etc. The fire extinguishing crew is provided with water buckets and a barrel of water is carried on the car. A swab is used for extinguishing fires in ties, as it is more effective than dashing water on the ties and requires much less water. This crew follows immediately

behind the burner, extinguishing all visible fires, with the exception of one man, who remains about an hour behind to guard against any fires that may have been overlooked gaining headway in bridges, etc. Very little trouble has been experienced from fires caused by the burner though it is inadvisable to burn during a high wind or after a prolonged period of dry weather on account of the possibility of fire spreading. As a precaution against bridge fires two five-gallon chemical extinguishers are carried on the machine with 12 extra charges. A water barrel is also provided with two fire buckets.

The cost of burning weeds is from \$10.00 to \$12.00 per mile for two burnings; a detail of the expense of burning 163 miles is as follows:

Gasoline used, 205 gallons.....	\$ 46.11
Fuel oil used, 6,500 gallons.....	292.00
Other supplies	15.90
Wages of train crew.....	184.90
Wages weed burner crew.....	271.20

Wages section men	153.15
	\$963.26
Cost per mile.....	\$ 5.90

During this period the machine actually worked only 57 per cent of the time, owing to delays account of rain, train delays, high winds and repairs to machine.

The importance of labor saving devices for removing weeds from right of way is more apparent with the increasing scarcity and price of labor. There is no doubt that the use of motor car mowing machines and weed burners take the place of a large amount of section labor and under present labor conditions their use would appear to be advisable even though the cost of operating the machines equaled the expense of doing the work by hand. As a matter of fact, the use of the machines has proved that they earn a very satisfactory return on the investment, in addition to conserving section labor for the maintenance of track.

A Student of the Station Training School Writes About His Progress

Tishomingo, Miss., Oct. 24, 1917.

Mr. E. A. Barton,

Instructor, Station Training School, Chicago, Ill.

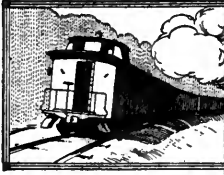
Dear Sir:

Will write you a short letter as I have time. How are you and Mrs. Barton? All O. K. for myself. Have been intending to write ever since I left school, but kept putting it off. Am now working at Tishomingo, Miss., as relief agent. Like the work the best kind. I think it is the nicest thing of all. Have worked at several places since finishing the course in school. I did not stay at Henning, Tenn., but two months; was transferred to Brighton, Tenn. There was a lot more work to do at Henning than at Brighton, but I received \$10 more. There was where I got by first experience as agent. The training I received while in your school certainly was a lot of help to me. Without the training I would be far down the ladder yet. Can now handle a small station without any trouble at all. This station handles about six or eight thousand dollars business monthly.

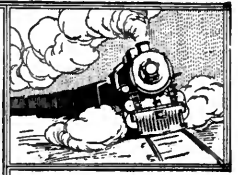
Mr. Barton, I want to thank you for your kindness and the interest shown me while in your school. Words cannot express by thankfulness for the good advice and training given me. Will at all times speak a good word in behalf of the school. Am figuring on getting a short vacation in a short time and if I do I want to visit the school again as I am expecting to be called for military the next call. Will now close for this time with love to Mrs. Barton.

Your former student,

J. O. Tuggle, Agent.



TRANSPORTATION DEPARTMENT



Efficient Railway Service

By A. Bernard

President Wilson, addressing the American Federation of Labor Conventions in Buffalo, New York, on November 12, 1917, among other things said:

‘If we are true friends of freedom, we will see that the power of this country and the productive activity of this country shall be raised to the highest degree, and nobody should be allowed to stand in its way.’

On the same occasion the President issued a warning against crippling the efficiency of the nation by strikes.

How many of the fifty thousand employes of the Illinois Central Railroad read Mr. Wilson’s address, analyzed it, and mentally resolved to apply the splendid advice given to themselves

Employing and supervising officers today cannot help but come to a full realization of the erroneous interpretation which many of us have placed upon the broad principles of which every true American is proud—American Freedom and Independence—which are emblematically portrayed by the Stars and Stripes. Perhaps parents are responsible to a great degree, in their enthusiasm over what this glorious banner represents, in thoughtlessly neglecting to expound these principles in their true light. Possibly this omission has resulted in such a pronounced aversion to any condition which tends to restrict us in any way, or bears the slightest semblance to self-suppression or self-discipline.

It is a peculiar characteristic of the average American to show an arbitrary lack of interest, if not indeed actual re-

sentment, toward authoritative orders and instructions. As a class, we do not seem to relish strictness, or in fact any condition having a tendency to interfere with or obstruct our own ideas and personal desires. On the contrary, unquestioning and spontaneous obedience is quite generally farthest from our thoughts.

The world-war and the recent conscription appears to have aggravated this situation among those of us remaining in civil occupations. Without doubt, however, the training of those who have already gone to the various military camps will do much toward correcting the popular misconception of what American Freedom and Independence really mean, rendering them more orderly and precise and less resentful toward true discipline.

There seems to be a vague sort of restlessness prevalent among workers at this time, a desire to change positions and keep shifting about from one employment to another. As a consequence, there is a constant changing of forces, and a lack of genuine interest in the efficient performance of duties. This spirit is so conspicuous in many instances as to arouse a want of confidence in the individual’s loyalty and true patriotism. The rank and file, at this moment, are in precisely the same position as a great number of speculators who risked their finances on “War Brides” at the beginning of the war. While a few profited, the vast majority lost. Many men who have held positions of a permanent nature for the past five or ten years are

now leaving these positions for alluring "War Brides" or temporary employment offered by those employers who are momentarily busy and prosperous through abnormal conditions produced by the war, and paying a large wage for the time being. These employes are sacrificing more than they realize. They are gambling away their permanent jobs, with numerous benefits and perquisites; and at some future time, when conditions again become normal, will in all probability find themselves out of employment and in financial difficulties,

while their former positions will be filled by wiser ones.

Every Illinois Central employe should resolve to stick to his position, to respect and comply with all orders and instructions he may receive, and to carry on the work in such a manner as will make him feel secure and contented,—satisfied that he has something permanent, with a liberal pension awaiting him at the end of his productive years.

Finally, let us all remember that the greatest thing on earth is true Manhood, and acquit ourselves accordingly.

Station Force

Meeting Held in Office of Agent, Jackson, Miss., 2:15 P. M., March 28, 1917

PRESENT: Agent Morgan, Accountant Barton, Clerk Therrell, Revising Clerk Canter, Clerk Bonnie Barton, Clerk E. R. Smith, Clerk L. T. Wyatt, Cashier Hill, Clerk Winslow, Clerk Draughan, Claim Clerk Reed, Delivery Clerk Dorman, Check Clerk Ellis, Warehouse Clerk Ferguson.

OBJECT of the meeting was stated by Agent Morgan, who expressed the opinion that former meetings had been very beneficial, and called attention to importance of the departments working together closely with view to facilitating the work of each department much as possible; also explained that the meeting was for purpose of discussing working conditions and any matters pertaining to welfare of the company or employes.

Cashier Hill was first called on and stated that when calling consignees with reference to surrendering ladings on shippers order cars and hurrying release of the equipment, he was occasionally asked about cars on which ladings surrendered, not placed, indicating that at times a little delay occurred in placing cars after the B/L surrendered. When asked whether he was having any com-

plaints about expense bills or notices on freight, stated that there was no complaint whatever and that notices seemed to be going out promptly.

Accountant Barton stated that in accounting department they are experiencing some trouble on corrections due to errors in gross, tare or net weight, etc., indicating that billing not checked as closely as should be—such errors amount to two or three per week; further stated that attention of parties at fault had been called to the errors and that the errors existed principally with the night force.

Lumber Clerk Wyatt stated that owing to so much embargo lumber moving to Jackson and large volume of work connected with handling same, had not recently been checking billing in his department as closely as would like to do; but had called matter to attention of his assistants, as well as night force, with view to having the billing more closely checked; it was suggested that the tare could be subtracted from the gross weight, verifying net weight, at time the billing is checked. It was brought out that Bogalusa weights had given majority of the trouble, due possibly to

weights being taken over telephone and misunderstood.

NOGN Accountant Smith stated that he did not think we were having as much trouble from this source at present as we have had in past, possibly due to business not being quite as heavy and those handling having little more time to devote to the work. The NOGN billing is now carrying file reference when necessary to handle for rate or division and that we are having no trouble along that line. He mentioned some trouble account local shippers not showing on the billing covering salt, whether table or common salt, account of which some corrections are received; matters has been handled for correction.

Clerk Winslow mentioned billing being sent to warehouse for inspection in connection with weight, commodity, etc., not returned to office until following day, causing delay in getting billing to connecting line. It was arranged to have such billing revised first thing in the mornings and handled in such way as to keep the billing with the freight and at same time avoid all delay possible.

Revising Clerk Canter suggested that carload billing from G. & S. I. be placed on his desk for inspection each morning with view to catching and immediately correcting any errors that might exist due to the night force not being thoroughly familiar with tariffs and supplements received from time to time.

Expense bill clerk Barton stated that their department was experiencing a little trouble making plain expense bills on account of carbon paper now in use being too heavy; stated that while she found some errors in checking the expense bills, as a whole they were very good; that she corrected all records when she discovered such errors.

Agent Morgan called attention to importance of having all expense bills, and all copies of an expense bill, legible; explaining that the men in warehouse had to read the expense bills, and that if they were not legible, it

was liable to cause errors in forwarding or delivering freight, or overs and shorts.

Billing clerk Draughan stated that his department is getting along nicely and that he had no suggestions to make; that was receiving the tickets from warehouse promptly, house chart received regularly, etc.; he mentioned some delay existing with NOGN business, which, he said he understood was due to insufficient equipment and called attention to cases where the B/L furnished by shippers did not carry weight and stated that in such cases warehouse was called on for weight.

Claim clerk Reed stated that he experienced some trouble working claims account receiving requests as to condition shipments transferred in yard—no record made of condition of shipment and the number of articles not counted, citing case where car of hay was transferred and while records showed all of contents of original car transferred to the new car, did not give number of bales of hay or indicating amount of loose hay at time transferred, due to bales being broken. Matter of handling records in record room as gone over and all impressed with importance to keep records in good shape and in the record room—mentioning cases where dray tickets are carried to warehouse and retained several days, causing confusion and loss of time in office when necessary to refer to them; also cases where mill load records have been misplaced and necessarily consume good deal of time searching for same, when just a little care exercised by party using records would avoid this trouble. He called attention to fact that had some trouble with seal records—cars coming in with one seal while records show another, indicating that seals were not closely checked; also mentioned receiving perishable freight under refrigeration and no records kept to show whether under refrigeration at time received. Suggested that in cases where we have

cars of bananas for connecting line, billing indicate whether delivered to connecting line with messenger in charge, as well as on interchange records.

Car Service clerk Therrell called attention to cases where LCL shipments, usually household goods, placed on team track when they should be placed at warehouse, in order to release car and permit better check of shipment before it is delivered.

Agent Morgan stated that everything possible should be done to avoid liability of claims and that any special act on part of anyone that would possibly have tendency to avoid a claim, would be well worth while, and that if in this way we could avoid one claim per week or one claim per month, the aggregate would be more than gratifying to all concerned.

Clerk Therrell brought up the question of handling loads pulled from industries and found overloaded, necessary to return to shipper for part load to be removed, mentioning delay to such cars, and the feature of delay to equipment by reason of being overloaded.

Check clerk Ellis mentioned possibility of picking up revenue by closely checking shipments, especially those prepaid, citing case where a shipment was billed 118 pounds, prepaid 96c, while it weighed something over 1,000 pounds and difference in revenue was \$8.10; stated that expense bills at times were rather dim and mentioned the liability of errors when such is the case. Also matter of making notations or writing in weight, rate and revenue columns was discussed and all urged to refrain unnecessary use of these columns. (Agent Morgan—Mr. Ellis, please explain just how you check a car?) When I find a shipment for which I have no bill, it is placed to one side and generally later I find

bill; if I do not find the bill, I make an over on tally sheet, which we have on each car and are filed; on shorts, if I am thoroughly satisfied that an article is short before leaving car, I write up same, but at times possibly I am not thoroughly satisfied and go to other cars or post in warehouse where shipment is liable to be placed and verify the fact that it is short by seeing that the freight is not there.

Warehouse clerk Ferguson stated that his only source of trouble was caused by not having cars to load; the bills come to warehouse in good shape and we generally have billing to cover the freight in the cars; we have some trouble account Chicago billing showing one car number while the shipment is possibly in another car.

Delivery clerk Dorman stated that some notices were delivered too soon—that consignees occasionally brought notices for freight before cars unloaded at warehouse and suggested that warehouse watchman be called on to check all freight in bad order before placing in house, in order to get exact extent of damage or shortage and make accurate record for OS&D work.

Suggestions were made for correction of all irregularities and matters necessary to handle with other departments were taken up and will be checked up at future meetings to determine benefits derived and keep the subjects before the employees interested.

The importance of departments keeping in close touch with each other on matters pertaining to one or more departments was discussed and suggestions made with view to more thoroughly harmonizing the departments to avoid duplicating files, referring papers back to the sender for additional information, etc. in cases where should be able to obtain the information in our office.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service
▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Preservation of Vegetables by Salting Without Fermentation

AT this time it is a most serious question with all countries engaged in the world war that each should have sufficient food supplies for the absolute necessities of the people. It is therefore especially important at this time that we study various methods to conserve food supplies as much as possible, and by preserving vegetables when they are plentiful we can greatly increase the total supply of foods for the future.

In the method of the preservation of vegetables by salting the vegetables are packed with enough salt to prevent fermentation or the growth of yeasts or molds. The following directions should be followed in salting vegetables:

For each 100 lbs. of vegetables weigh out 25 lbs. of salt. For smaller quantities use the same proportion of salt; that is, one-fourth of the weight of the vegetable. Spread a layer of the vegetables about one inch deep on the bottom of a clean keg, tub, or crock, and sprinkle heavily with some of the salt. Try to distribute the salt evenly among the different layers packed so that the quantity weighed out will be just enough to pack the vegetables and salt until the container is nearly full, then cover with a clean cloth, board and weight. The keg should then be set aside in a cool place.

If the salt and pressure of the weight have not extracted sufficient brine to cover the vegetables after twenty-four hours, prepare a strong brine by dissolving a pound of salt in two quarts of water

and pour enough of this over the vegetables to come up to the round cover. There will be a small amount of bubbling at the start, as in the case of the fermented vegetables, but this will not continue long. Just as soon as the bubbling has stopped the surface of the liquid should be protected by one of the methods described, either by paraffin, or by oil, or by filling in the head of the keg and shutting it up tight.

Experiments have shown that the following vegetables may be satisfactorily preserved by the above methods:

Dandelions, beet tops, turnip tops, spinach, chard, kale, cabbage, string beans, green peas and corn. The string beans should be cut in two-inch pieces. The peas should be shelled and packed according to the directions given. Cabbage should be shredded and packed in the same way as in the manufacture of sauerkraut. Corn, however, requires somewhat different treatment and the directions for salting it are as follows:

Salted Corn. Husk the ears of corn and remove the silk. Cook in boiling water for about ten minutes to set the milk. Cut off the corn from the cob with a sharp knife. Weigh the corn and pack in layers, with one-fourth of its weight in fine salt, as described above.

Care and Storage of Fermented and Salted Products. If properly prepared and stored, fermented and salted products will keep for a long time. It is absolutely necessary to prevent mold from

growing on the surface of the brine of fermented vegetables by the addition of paraffin. Practically all the trouble with fermented or salted products may be traced to carelessness in protecting the surface of the brine. In case mold should develop upon the surface or the brine should become evaporated so that the upper layers may have a disagreeable odor this does not mean that the entire contents of the vessel has spoiled, as the molds and other organisms which cause the spoiling do not penetrate rapidly to the lower layers. By carefully removing the spoiled material from the top and adding a little fresh brine and pouring hot paraffin on the top, the remainder of the contents of the vessel may be saved. After fermentation has ceased the containers should be stored in a cool place. Care should be taken to protect them from rats and mice.

Preparation of Salted Vegetables for the Table. Some fermented and salted vegetables, like cucumbers, may be eaten raw; others, like cabbage, are usually cooked. In general the fermented and salted products may be prepared for the table in much the same manner as fresh vegetables except that before cooking they should be soaked in fresh water for several hours to remove the salt, the water being changed several times. In some cases it may be necessary also to change the water once or twice during the boiling of the salted vegetables. Fermented vegetables after being removed from the container should be rinsed thoroughly in fresh water and then cooked without soaking if a decided acid flavor is desired.

The following suggestions and recipes are given as a guide in the preparation of salted and fermented vegetables for the table, each recipe having been tested and found to give satisfactory results:

Dandelions, Spinach, Kale and Other Greens. The salted greens after they have been soaked to remove the salt may be boiled with fat meat, or boiled plain and served with a cream sauce and garnished with hard boiled eggs. When so prepared they taste much like the fresh greens although naturally they lose

some of their flavor during the salting and freshening process. The fermented greens may be soaked and cooked in the same way as the salted greens, but in general it is desirable to cook them without first soaking them in order to preserve the acid flavor, which is very similar to that of fresh greens when boiled and served with vinegar.

Beets. Rinse the fermented beets and boil in the same manner as fresh beets. When thus prepared they have a flavor which is not unlike the common pickle beets, and may be served as a pickle with butter, or used in the preparation of salads or vegetable hashes.

String Beans. The salted string beans should be soaked to remove the salt and then cooked in any of the ways in which fresh string beans are prepared. The fermented string beans may be cooked without soaking and served as a vegetable or as an ingredient of a salad, the acid flavor being agreeable to many persons. Young and tender string beans may be fermented and eaten raw in the same way as cucumber pickles.

Corn. To prepare the salted corn for the table rinse it thoroughly and soak it for four or five hours, changing the water frequently. As a rule it will be found more satisfactory to remove practically all of the acid flavor from the fermented corn. After soaking, place the corn in cold water, bring to a boil and pour off the water. Then add fresh water, bring to a boil again and cook until tender.

The cooked, salted or fermented corn may be used in the following recipes, or may be served as stewed corn or succotash:

Corn Chowder. Cold beef $\frac{3}{4}$ of a pound, or $\frac{1}{4}$ pound salt pork or bacon, 2 potatoes, 1 onion, $\frac{1}{2}$ green pepper, $1\frac{1}{2}$ cups (or more) cooked corn, 1 cup tomatoes, 3 tablespoons flour, 1 cup milk or cream, 1 teaspoon salt, $\frac{1}{2}$ teaspoon pepper. Cut the meat or pork into cubes, cover well with water, add the tomato and cook slowly for about two hours. Then add the potato, onion, pepper, corn and season-

ings. Cook until the vegetables are tender. Mix the flour with a little cold water, add to the other ingredients and cook slowly for five or ten minutes. Add the milk or cream and serve hot.

Scalloped Tomatoes with Corn. Canned tomatoes 2 cups, 1 teaspoon salt, $\frac{1}{4}$ teaspoon pepper, 2 tablespoons sugar, 1 cup bread crumbs, 2 cups salted or fermented corn. Cover the bottom of the greased baking dish with a layer of bread crumbs. Add a layer of the corn and one of the tomatoes. Continue this until all the materials have been used, saving a layer of bread crumbs for the top. Dot with butter and brown in a hot oven.

Corn Pudding. 2 eggs, 1 pint milk, 1 tablespoon sugar, 2 cups cold cooked corn, 2 tablespoons melted butter, $\frac{1}{2}$ teaspoon salt. Beat the eggs until light and add the sugar, corn, milk, melted butter

and salt. Pour into a buttered baking dish and bake in a slow oven until firm. Skim milk may be used in this dish.

Corn Omelet. 4 eggs, $\frac{1}{2}$ teaspoon salt, 4 tablespoons hot water, 1 tablespoon butter, 1 cup cold cooked corn. Separate yolks and white of eggs. To the yolks add the salt, pepper and hot water; beat until thick and then add the corn. Fold the stiffly beaten whites into the first mixture. Cook the omelet slowly in a buttered pan until a delicate brown.

Corn Fritters. $2\frac{1}{2}$ cups cooked corn 1 cup flour, 1 teaspoon baking powder, 2 teaspoons salt, $\frac{1}{4}$ teaspoon paprika, 2 eggs. Chop the corn. Mix and sift dry ingredients and add chopped corn and the well beaten eggs and then fold in the stiffly beaten whites. Bake in well greased griddle or in frying pan until brown. Serve hot with butter or syrup.

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Dr. G. G. Dowdall, Chief Surgeon.

Chicago, Illinois.

Dear Doctor Dowdall:

March 20th found me in Chicago on my way to the new Illinois Central Hospital. Each and every employe should feel that they form a part of this grand institution, and every one of the contributors should feel a sense of pride because of maintaining a place where so much good is being accomplished. Even though blessed with the best of health the small monthly donation is used for the benefit of some unfortunate suffering fellow employe.

On my arrival at the front door I paused for a moment. My thought was that I was about to enter a place where death sometimes comes; where the suffering and the afflicted are ever present; but was comforted with the thought that the benefits promised myself as a sufferer would repay my coming. This was the first time that I had entered a hospital as a patient, but the business-like way in which the doctors approached my case, with a view to diagnosing my condition added confidence to my previously waning enthusiasm. During the four weeks that I was constantly confined to my bed I learned to know and to appreciate the thorough study which was given my case, and the earnestness with which the serious condition which was threatening, was met. I was given every attention by the Hospital Department Staff of physicians and nurses. I can never forget the many words of cheer and the deep sympathetic womanly kindness shown to all patients alike by the good nurses. May God bless them for their noble work.

The employes of the Illinois Central and the Yazoo & Mississippi Valley Railroads have so much to be thankful for in their Hospital Department, and especially in the thoroughly equipped institution at Chicago, where under the most favorable outside surroundings the most perfect scientific facilities and the services of the best trained specialists are available to the employes of these companies.

I am thankful to everyone who was instrumental in conceiving and preparing such a splendid place for the suffering employes, and hope that the originators of this grand

Jackson, Tenn., May 1, 1916.

movement of the Hospital Department may be blessed with a life of usefulness, and live to see their expectations fully realized in the aiding and assisting of mankind.

Yours in appreciation,

429 E. Chester St.

(Signed) R. F. Phillips, Conductor,
Tennessee Division.

Dr. G. G. Dowdall,
Chief Surgeon,
Illinois Central R. R.,
Chicago, Ill.

Council Bluffs, Iowa, October 29, 1917.

Dear Doctor Dowdall:

I hereby wish to express my thanks to you and your very efficient corps on the Hospital Department. I shall never forget the splendid work which has been done by the Hospital Department Staff while a patient in the new Illinois Central Hospital at Chicago. Both the surgeons and nurses were especially prompt and careful in the attention that was given. Everything possible was done to render the surroundings pleasant and to make the patient comfortable. One could not have had better care than I received and no matter where I might have gone could not have been better taken care of than by the Hospital Department.

I would like so much if all the employes of the grand old Illinois Central Railroad would realize the benefits that are possible to them through the Hospital Department. I am sure that all would become "boosters" for same, just as I have become because of the magnificent treatment that I have received through it. It is certainly the best insurance that anyone can buy, and I know that all who come within the care of the Hospital Department will agree fully with me.

Thanking you for the many attentions given, I am,

Yours sincerely,

(Signed) J. R. Mayher, Flagman,
Iowa Division,
Council Bluffs, Iowa.

The Reveries of a Local Attorney While Being Repaired on the Third Floor of the Illinois Central Hospital

By W. R. Hunter, Local Attorney, Kankakee

What a great pleasure it is to be sick—in the I. C. Hospital. There is such happy environment that you forget your troubles, and lie—in a quiescent comatose condition, and like the old woman in church—think about nothing at all. You are not even disturbed in the still hours of the night by the visiting nurse, who pussy-foots in and out as softly as a Mexican mouse slips over your whiskers in Vera Cruz. Pleasure is added to your dreams by the rustle of wings as the ministering angels caper up and down the corridor like young lambs on a mountain side in the good old summer time. And when the M. D. coldly looks you in the eye, and tells you some things that make you feel the time is at hand when your sins will find you out and you feel the cold chills of despair chasing up and down your spinal column, you look into the face of the angel, robed in white, standing by the switch ready to make your transfer "over there" as pleasant and sweet as the flowers that bloom in the spring, (tra la) and you feel you have not lived in vain. She is such a dear, she stood by us when we lay in the cradle and sucked our big toe; when we passed through the hair-oil period of youth—at the soda fountain—at the altar, at the bargain counter and in her devotion, she will stand by us as long as we have a dollar, nevertheless and notwithstanding she is Johnny on the spot when there is anything doing. But—

They talk about the Hahnemann
And Mickey Reese galore,
I'd rather have the I. C. H.
Than others by the score.

For the doctors are so pleasant
And the nurses are so nice;
They make a convalescent feel,
He'd like to get sick—twice.

I sure have had a dandy time,
They've made life just one scream;
Although they pumped my "stummick" out
And filled it up with cream.

They turned my liver upside down,
They fluoroscoped my lung;
They shot an X-Ray through me,
Just to see my innards hum.

They camouflaged my abdomen,
They burnished up my rib;
They shortened up my main top sail
And lengthened out my jib.

But here's to all the doctors
And the head nurse—My Oh my;
And "Wait Till the Clouds Roll—Bye."
If I get sick—I'll go back quick.
—Sunny Jim.

The Thoughtfulness of Conductor Freeman Was Appreciated by the Richton Lumber Company as the Attached Correspondence Shows

Jackson, Tenn., November 9, 1917.

Richton Lumber Co.,
Richton, Miss.

Dear Sir:

While in charge of train extra 1738 north on November 8, 1917, out Frogmoor yard I had nine (9) cars of your lumber in my train for Rittenhouse & Embree Co., Chicago, Ill. We had a lot of trouble in route in keeping the short lumber from sliding off through the stake at the center of the car. I will admit your car was well staked, but would suggest by having another stake placed in the center of the car it would prevent the short lumber from sliding off, and no doubt save a delay to your cars and also might prevent some one from getting injured along our line by the lumber falling on them.

Yours truly,

P. P. Freeman,

I. C. R. R. Freight Conductor,
284 W. Main Street.

Richton, Miss., November 16, 1917.

Mr. P. P. Freeman,
I. C. R. R. Co. Freight Conductor,
284 West Main Street, Jackson, Tenn.

Dear Sir:

We wish to acknowledge receipt of your of the 9th inst., relative to the handling of our cars from Richton, Miss., to Chicago, Ill., and we note what you have to say regarding the short lumber sliding off through the stakes at the center of the car.

Wish to advise that we certainly do appreciate the information that you have given us and we will have our shipping department place center stakes on all cars where short lumber is loaded.

Yours truly,

Richton Lumber Company,

By J. M. Andersen,

Asst. to Gen. Mgr.

JMA/LC

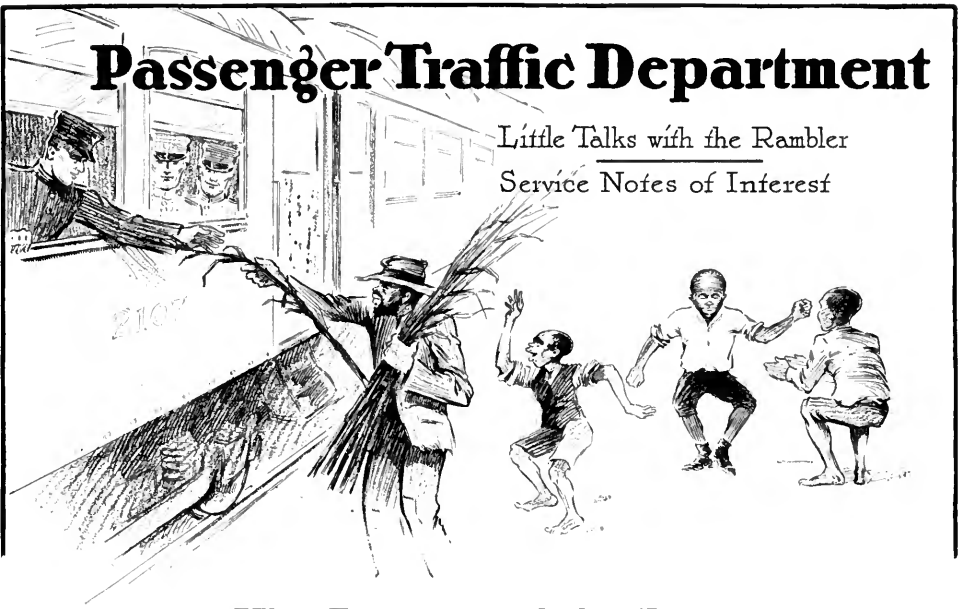
Appointments and Promotions

Effective December 1, 1917, Mr. E. C. Newman is appointed District Passenger Agent, with headquarters at Memphis, Tenn.

Effective December 1, 1917, Mr. P. W. Bell is appointed City Passenger Agent, vice E. C. Newman, promoted.

Passenger Traffic Department

Little Talks with the Rambler
Service Notes of Interest



The Present and the Past

I HAD missed the Rambler for several days but thought nothing of it, as he was so frequently away, until he telephoned me from his apartment saying that he was laid up with a bad cold. "And," he concluded, as he was about to hang up, "as everything helps, come over this evening, will you? I am getting lonesome."

Of course I hurried over to him as soon as I could after dinner, and was gratified to find him apparently extremely comfortable in his slippers and house jacket, and stretched out in his big morris chair. As far as appearances went he did not seem at all an invalid. The absence of the old pervading smoke that generally fills his den on my visits to him, however, was a good indication that he was not normal, and the occasional coughing spells that he had verified his statement that he was under the weather. However, he insisted that he was all right and but for the doctor, would never have laid off. Hence, but for the absence of his habitual cigar, I thought he appeared and acted during the evening, quite as usual, with the exception of a certain restlessness. But I thought him in rather good spirits, in view of his several day's confinement.

I asked him, naturally, where he got his cold, to which he laughingly replied, "Oh, riding that troop train, I guess." Further explanation developed the fact that the movement of troops had come so thick and fast the week previously that his department was somewhat put to it to find men to accompany their trains. Consequently he had volunteered to help out, "and," he added "I guess I got all that was coming to me on that trip. Not that there was any trouble, but because on a long run such as I made, with a sixteen car train, there was something to do. I think I did everything that one is liable to be called on for with such a train, except to quarrel and wrangle. There was none of that, for I had seasoned troops. But I checked transportation, registered cars, sent telegrams, played cards with the officers, jollied the men, helped in the matter of furnishing meals, arranged for reicing and watering, explained why we were not going faster, satisfied inquiries as to why we were taking siding, lectured on the country through which we were passing, smoked a cigar or two, told some stories and listened to more—in fact, as I say, I did a little of most everything, and in the long run it tired me

out. So somewhere along the route, I hardly know where, I contracted a bit of a cold which I did not mind at first, but which so grew on me that when I got home I felt mean. So I thought I would let Doc. look me over. He prescribed the rest cure, and I am a bit tired of it. I guess, however, I am practically all right now; think I'll go to work tomorrow. I don't like this looking over correspondence at home, as I have been doing. Somehow it seems more like task work than it does in the office."

"That's probably because it breaks up the home atmosphere, that you so much enjoy in the short intervals that you are enabled to be here." I answered.

"Yes, I guess that's it," he said reflectively, and added as an apparent afterthought, "there's a time to play and a time to work. In the home is my play time, and somehow it does not mix with my professional activities, which constitute my pleasurable-working time.

"But say," he remarked, suddenly changing the subject and continuing with animation, "I enjoyed that troop train experience. Not so much for the duty it involved as for its association with the spirit of the times. There was a sturdy, earnest, eminently decent but jolly and lively bunch of men on that train. One could but feel proud of the rank and file of that organization, and as for the officers, they were all thoroughbreds. No fuss and feathers, but while strictly military, good comrades withal. Being thus associated with this unit representing Uncle Sam's efficiency and power seemed to deepen my patriotism in a way.

"However," he continued as a quiet smile played over his features, as though pleased with some recollection, "I think the deepest lesson in patriotic enthusiasm I got on the trip was given me by an eighteen year old youngster. It was on the return trip, when I was through with the troop train and doubling back home on the

Panama Limited. The boy, for his fresh young face and his enthusiasm betokened all the exuberance of a boy just awakening to what was going on about him in the world, and made him seem very boyish to me, possessed at the same time a mixture of serious thoughtfulness and manly purpose that made him delightfully interesting. In fact, he was a lad taking rapid strides, amounting almost to a jump, out of youth into full manhood.

"He was an enlisted man in the Marine Corps. He had been among the first to enlist when war was declared, and was on a short furlough. This last accounted for his exercising the great American prerogative of traveling first class when one has the money. He had the money and was his own free man for the time being, hence his presence on the Panama Limited. As, of course he was in full uniform, he naturally attracted some attention among the passengers on the train, although he quietly kept to himself and made no advances except when spoken to.

"I covertly watched him for some time and observed that he seemed interested in all that passed about him; he particularly noting the country as we sped along, and getting off at the few stations at which we stopped to walk up and down the platform for exercise, where he closely observed all that was going on there. While the train was running he spent practically all of his daylight hours on the observation platform, always standing up in a corner except when there were seats to spare.

"Both for his own sake, for there was a very likable look and way about him, and because I had myself but just come off the troop train where I had imbued a military atmosphere, my heart warmed toward that sea-soldier. When it became dark, therefore, and we all had to resort to the occupations or relaxations due to the evenings on a train in distinction to the day's diversions, I sought the little Marine,

got him in a corner and began to chat with him."

"I'll warrant you did," I interrupted. "You are a famous chatter, Rambler, when you get a going, what passenger traffic talk did you get out of him? However, go on, and excuse the interruption."

"Rather an unkind intimation," was the laughing reply. "Do you think I am interested in nothing but Passenger Traffic? Have I no human sympathies. Is the world but one picture to me?"

If you think so you have another guess coming. I'll wager I see more of things in general that are worth while than you do. But Passenger Traffic is in itself so vast, and so far reaching a proposition, that it gets mixed up with, or casts its shadow or reflection on, more things than you would imagine. However, about the young soldier.

"He asked me a lot of questions about the country through which we had been passing before the lights were turned on, and incidentally he commented on a lot of things that he had noticed, thus showing me that he was both a keen observer and a thinker. In turn I led him on to the experience through which he was passing as one of our nation's defenders.

"He was full of enthusiasm for his present life and seemed to have no criticism or complaint to make in connection with it. Like the rest of the million, or more, of his fellow countrymen sworn to serve the stars and stripes, he expressed the hope that he would soon go to France; but the thing that seemed to be uppermost in his mind for the moment was the trip across the continent that a unit of his corps had recently taken. In an enthusiastic way he told me quite a lot about that trip, and I was exceedingly interested in noting what his point of view had been through it all. He kept track of the number of states through which they had passed, and the different characteristics of the various sections of the country gone over. He evidently

didn't like some portions of the latter, saying that they were 'nothing but waste land.' Incidentally I learned that he belonged in one of the prairie states whose deep black soil he was so familiar with that anything of different nature failed to appeal to him. Hence the 'grease wood cactus and sand' was dismissed from his mind as not being worth thinking about. He was clearly amused, however, at the 'few Mexicans and their rude shacks made out of old box cars and five gallon oil cans flat-tened out' that he saw. The sugar country that he encountered made more of an appeal to him evidently, especially where he saw the fields of cane ready to be harvested, some of which was being cut at the time. He laughed with boyish glee when he told of the negroes running up to the train with long stocks of cane which he and his companions would catch on the fly as the train passed. 'It tasted real good' he said naively, 'but if you swallow much of the stalk it will make your throat sore.' The negroes of the country had evidently been new to his experience, and he seemed to enjoy them hugely, saying 'it was fun to watch the little black kids as we went by. They danced and yelled like a bunch of Indians. We would always say something funny at a station where a bunch of blacks were near just to see them laugh.'

"He later switched into another train of thought, telling how the Red Cross treated them to sandwiches and coffee at one point enroute, while at another the 'Canteen' treated them even better; the underlying pleasurable memory in connection with this last evidently being that they 'got off and talked with 100 canteen girls' while they were having their 'treat.' Once, and once only, did the young man seem to forget himself and say more perhaps than he should have. That was when he told of their being in one section of the country where they put on an extra guard for twenty-four hours, while the running rate per mile was slow, and where at night they had an engine and

two baggage cars ahead that were equipped with search lights whose beams were kept constantly on the train, an engine and a caboose following behind. He told more of this feature of the trip, which I am not going to repeat," said the Rambler, "for the young man himself seemed to realize that possibly, from a military point of view, he was supposed not to have talked on the subject at all. He so expressed himself, stopping in the middle of his narrative to do so, and trusted that I would let it go no further.

"His description of the commissary features enroute was whimsical. He said they had two meals a day on the train, which they ate off of tin plates, using, he added with a laugh their "silver" from their packs. 'We washed our dishes in cold water, some times a piece of ice in the bucket,' he laughingly said in this connection, and then jocosely added, 'can you figure us bunched up waiting to wash dishes in the one bucket to a car. We would stick the plate in the bucket, give it a spin, and wipe it off with the man's size dish towel (a sheet) and then return to look at some more negroes,' was his further account of that feature of their train life.

"Another feature of his life enroute interested me particularly," said the Rambler, as he shifted from his easy chair over on to the couch, "and the marine told it in about these words: 'We got off the train once a day, and marched around at some town. In the largest city we hiked in, the bunch gave the people, craning their necks out of the windows of some high buildings, the marine football yell, spelling out marine just as we were passing some skyscrapers. The cheers in response seemed to come all the way from heaven down. Perhaps we were the first marines that ever landed there. When we were traveling we passed several troop trains and then there was a real noise. We would yell, "Where to?" Then we would stick our arms out and strike hands, bidding good-bye and saying we would meet them in France.'

"Finally he told of camp life, saying that everything was on a big scale at the camp where he was stationed. I remember among other things, he made this remark, which, mind you, 'the Rambler cautioned,' "is but the personal opinion of an inexperienced youth based on his own limited experience. He was speaking of officers and said, 'We have some fine officers. Our First Lieutenant used to be a Sergeant at the recruiting station where I enlisted, and I hope he can stay with us. They make the best officers. These college boys who come in here and get a uniform don't know how to handle men. It takes experience besides book learning.'"

"But they get experience in time," I interrupted. "Certainly," said the Rambler. "Remember, I am only quoting the young man, who himself is now only getting *his* own experience. O, yes," the Rambler replied, with a smile in response to an inquiry, "He was a very human youth. But you couldn't have helped liking him, and I am not sure but what I thought more of him for having a prejudice in favor of his own corps and the way it did things.

"He told before the evening was over of some of the work they did in camp, and among other things said they used the army regulations there in most everything, 'just to make it uniform,' but if they were to go elsewhere it would be the Marine regulations again. And there," the Rambler remarked, "is where his pride of corps came in—when he said, 'we have to start all over again with foot movement and manual of arms, which is not as hard or snappy as the Marine stuff.'

"He was particularly modest," the Rambler resumed, as he uneasily arose from the couch and went back to his easy chair; a condition which I accounted for by his desire to smoke, but from which he had been prohibited by the doctor. "However, he did mention himself enough to say, after explaining that they had been on the range shooting for record, that if everything went as well as he expected it had, he thought he

would make an expert rifleman. This, he explained, paid five dollars per month extra, sharpshooters getting three and marksmen two; also that there was first and second class marksmen. 'Nobody goes to France unless they qualify as marksman,' he further explained, which seemed to reawaken a constant thought that he carried in mind, for, as we closed our conversation and were about to bid each other goodnight, he said, 'we might go to France any time after the first of the year. The boys can hardly wait for the time to come.' "

"That reminds me," the Rambler said as he got up from his chair again and went to a drawer in the library table from which he fished out a publication, "that I read today a mighty good thing on the War in the Manufacturers' News of Chicago. That young Marine reminded me of the war from an individual point of view, but this article goes a step further and takes it up from the railroad point of view as a collective proposition. Let me read it to you. You know," he remarked apologetically as he settled himself again in his chair and held the magazine at a proper angle to get the best light on it, "that reading aloud helps fix a subject or thought in my mind, and this is worth remembering. He then read as follows from an editorial entitled "Railroad Soldiers of America."

"Success in modern war demands that behind the army and the navy there must stand another army, the army of industry. This army does not fight with sword and cannon—its weapons are the common implements of everyday life, the sledge and the anvil, the lathe and the drill press, the spade and the plow, the locomotive and the freight car, even the pen and the ledger. Yet that success shall reward the efforts of the men at the front this prosaic army must toil and struggle as faithfully and as self-sacrificingly as the men in the trenches. Denied the glamour of the uniform, often unrewarded by the praise of their fellow citizens, far away from the romance and the excitement of the battle-

field, upon their loyalty depends victory or defeat.

"Of all the many industries that must play an important part in the conduct of the war there is none more vital than transportation. Not a gun can be forged, not a ship launched, not a soldier sent to the front, without the help of the railroads. Upon the transportation systems of the United States and upon the men who manage and run them, rests, to a great extent, the responsibility for success or failure.

"The men who are charged with the management of the railroads have done, and will continue to do, their part. For the purpose of helping to win the war, the numerous systems of the nation have been merged into one, and rivalries and competition cast aside. But the employes of the railroads also have their duty and their responsibility to the country. Although they may wear the uniform of any one of a hundred railroads, they are, in reality, serving one great master—the Nation. They are the railroad soldiers of America, mobilized for the great battle for freedom and democracy, and upon their shoulder rests the responsibility of seeing that their comrades in the trenches, on the seas and in the training camps lack for nothing that they can bring them that will make for their welfare and success.

"Each man, in his particular position, is equally important. President, general manager, superintendent, trainmaster, trainman, switchman, surveyor, shopman, draftsman, trackman—each must do his duty, for if one fails all fails. Will this railroad army accomplish its task? Will it prove itself worthy of the confidence reposed in it? To those who know the American railroad man there can be but one answer—yes! When the war is over and the Sammies come marching home the railroad men of America will have no reason to hide their faces—they will have done their bit."

"Yes," I remarked as he finished reading, "there is a bit for all of us to do I reckon, and undoubtedly it will be

done. I believe the country as a whole is soberly in earnest in this war matter; and everything is done on such a large scale now." "That is so," was the reply, "it is a new epoch with us now. We are in the beginning of a new era just as the curtain falls on the last scene of one that has passed. I refer to the recent reunion of the Blue and the Gray at Vicksburg."

"By the way, tell me of that occasion. I heard something of it, and thought at the time that the idea was an excellent one, coming as it did at the present time, thereby possibly strengthening our patriotism at the thought of what we as a nation had been through in the Civil War. You were there, I believe, Rambler. What about it?"

"Yes I was there all through it," he replied, "and I am glad I was. But I must be brief as it is getting late. In short, this is the story." As he talked he had for him an unusual dreamy and far away look, as though he felt deeply on the subject as he related to me the story of the Vicksburg Reunion.

"The first Blue and Gray Reunion you know," he said in a way of introduction, "was held at Gettysburg, Pa., in July, 1913. What I am telling you about was the first reunion of veterans who fought at Vicksburg, and it is probably the last joint reunion of those old warriors; for both the union and confederate veterans were participants. It was held near the heights of Vicksburg, October 15th-19th, 1917, in surroundings prepared by Uncle Sam himself. They were in camp in a beautiful valley of the Vicksburg National Military Park, the latter including practically the battle grounds of the Siege and Defense of Vicksburg; the camp overlooking the Mississippi River on the west.

"According to the official count, there were fifty-eight hundred veterans who attended, besides twelve or thirteen hundred friends and relatives who accompanied these soldiers of the Great Civil War of 1861-65. What might be called the skirmishers put in an appearance on Saturday and Sunday, followed

as far as our line was concerned, by companies from Minnesota, 450 strong, in two special trains, with Governor Burnquist accompanying them, which companies were reinforced by two specials from Iowa, 750 men, also accompanied by their Governor, Mr. Harding. Then came the Pennsylvania and West Virginia trains with 350, and last but not least the veterans from Nebraska, Illinois, Arkansas and California, six hundred and over of them.

"The federal government had provided fifty large motor trucks, each comfortably seating twenty men, and as fast as the veterans arrived at the Y. & M. V. station they were transferred in twelve minutes to the Information Bureau at the camp. At the latter each man was registered, assigned a cot, also to one of the two messes. He was then accompanied by a boy scout from Vicksburg, Magnolia, Clarksdale, Canton or Jackson, Miss., to the tent which he was to occupy during his stay.

"One of the tents used for this encampment," the Rambler remarked as an aside, "is said to be the largest tent in the world. However, all of the tents," he continued, "were equipped with coal oil heaters, should it turn cold. Incidentally, as the weather was quite warm from Monday until Thursday night, these stoves were not needed until Friday morning.

"On Monday afternoon, Colonel W. D. Newbill of the regular army, who had been detailed months before to make all necessary preparations for the event and to whose untiring energy, interest and forethought the success of the enterprise is largely due, formally turned the encampment over to General Whitney, who in turn transferred the authority of the occasion over to Captain F. A. Roziene, who represented the United States Government, and to whose persistent and untiring efforts the reunion was made a possibility. Of course, an attractive program was mapped out for each day; I will show it to you," he said as he arose from his chair and went again to the drawer in his library table,

continuing his talk, however, as he did so, saying:

"The arrangement of the camp could not have been better. It was well drained and plenty of running water was at hand. Messes were within short distance of the sleeping quarters. Good meals were served promptly, and the boy scouts were at every hand to take care of, assist, or guide those desiring their help, while the 155 U. S. Infantry did guard duty and assisted the boy scouts when necessary.

"While there was not as many attended the Reunion as was first expected, nevertheless it was in every way a success. This last was due also in a great measure to the untiring efforts of the citizens' committee of Vicksburg, who had all of the general arrangements in charge. In this last connection, it might not be amiss to say that Mayor J. J. Hayes and his associates had made such provisions regarding the welfare of the veterans and visitors while they were in the city that not a person was injured in any way during the entire encampment, although the city was thronged during all the days of that event. The railroad Information Bureau at the camp was crowded with visitors from Tuesday until Thursday night, where twenty thousand of our special folders, showing the old battle grounds, were distributed.

"Ah, I have found it," he said as he took the official program from the drawer and read verbatim its heading as follows: 'The National Memorial Reunion and Peace Jubilee in Vicksburg National Military Park, October 16, 17, 18, and 19, 1917. In charge of National Association of Vicksburg Veterans. F. A. Roziene, President. Authorized by Act of United States Congress, September 8, 1917.' "As for each day's events, shown by the program," he continued as he glanced over its pages, "of course, for all of them there is announced the firing of the morning gun, raising the flag, reveille, bugle call followed by invocation for the opening day, breakfast, dinner and supper calls, lowering of flag

at sunset, and taps. Specifically, however, this is what they did from day to day after Tuesday, which was the opening day and used in receiving and locating the arriving veterans.

"Wednesday, Oct. 17, at 10:00 A. M., the opening prayer and address by Bishop Gunn of Natchez, followed by singing of the Star Spangled Banner, and at 10:30 dedication of New York monument with an address by Governor Theo. Bilboe of Mississippi; and, after music by the band, an address by Governor W. L. Harding of Iowa. In the afternoon there was the dedication of the Missouri Memorial of Leo Rassieur, Past Commander-in-Chief of the Grand Army of the Republic. Visiting the battle field followed, and in the evening there were camp fires by states.

"On Thursday, October 18th, after the opening prayer and address by Rev. W. J. Libberton, Past Department Chaplain of Illinois, there was a parade; also addresses by Ell Torrence, Past Commander-in-Chief of the Grand Army of the Republic, by J. K. Verdaman, Ex-Governor of Mississippi and United States Senator from that state, and by General George P. Harrison, Commander-in-Chief of the United Confederate Veterans. This occupied the forenoon, and at 2:30 in the afternoon the dedication of the Union Naval monument took place. In the evening there were addresses by Judge A. O. Right, Admiral Commanding Naval Veterans, John Sharp Williams, Senator from Mississippi, Byron P. Harrison, Congressman from Sixth District of Mississippi, and General A. J. West, Commissioner from Georgia in the Gettysburg Celebration.

"The prayer on Friday morning, October 19th, was by the Rev. J. S. Hillhouse of Vicksburg, and there was an address by James W. Collier, Congressman from the Eighth District of Mississippi, and an address by F. S. Thompson, of Rock Rapids, Iowa; the subject of the latter's address being Reminiscences of late Capt. J. F. Merry, originator of Vicksburg National Military Park.

"Captain Merry, you will remember," he interpolated, "was an Illinois Central man with a record of nearly thirty-one years' continuous service. He was for many years one of our Assistant General Passenger Agents, and at the time of his retirement was our Immigration Commissioner.

"The last afternoon of the encampment," he continued, "was spent in a farewell address in retrospect and acknowledgment by E. A. Roziene, the President."

As the Rambler threw the program on the table he remarked, "of course you understand, and it shows here, that there was music and singing of patriotic songs on all proper occasions. The memory of that encampment is an impressive one to me," he concluded. "Particularly in contrast to our war activities along modern lines. But," he remarked

good-humoredly as he looked at his watch, "I don't want to hurry you, and I trust you will not consider that you are fired. But really, in view of the fact that I am supposed to be an invalid, I expect it is my bed time. You will not mind if I say good-night, will you old man?"

I assured him to the contrary, and as I was about to pass out of his room I saw him look with longing eyes at his box of cigars on his smoking stand; and, I thought I detected a slight motion of his hand as though he were about to reach out and take one. So I smilingly shook my head at him, and as I closed the door was gratified to see him turn his back on the box and viciously begin to jerk off his coat. "No wonder he was restless this evening," I said to myself, "here's hoping that his throat recovers speedily so he can smoke again."

Service Notes of Interest

For the information of agents handling Florida business, and that they may transmit the same to interested Florida patrons, attention is called to the fact that there will be held at Jacksonville, Fla., from February 26 to March 9, 1918, a Florida State Fair and Exposition. This exposition has been authorized by act of the Legislature of the State of Florida, and on its opening will represent an expenditure of about one hundred thousand dollars. A group of ten permanent exhibition buildings are now being constructed for it, and its general scope may be outlined as follows: Extensive agricultural exhibits will deal with every possible phase of that industry. Particular attention will be given to the exploitation of all classes of live stock, and the display of finished products of manufacture and manual skill will be most complete. The commercial exhibit, representing the every-day utilities of life, will consist of the finest displays of the newest things in the world in fashion along lines of household necessities and general merchandise of every description. One of the most attractive edifices in the grounds will be a woman's building, in which will be displayed articles of handicraft and achievement, and varied exhibits pertaining to the model home, art, domestic science and economics. Horticulture will, of course, be a prominent feature of the exposition, and along educational lines the showing will embrace representative work of

the various colleges, city and country schools of the state. The Fine Arts feature will be one of the most interesting departments in that it will represent the most priceless canvasses and pieces of sculpture in Florida. For the fancier and farmer a poultry exhibit will be a strong feature. In addition to these and other educational and instructive showings, amusements and entertainments will be provided in the most attractive settings possible. All the latter features are to be of the highest class possible to obtain; most of them to be educational as well as interesting.

As an illustration of one of the interesting and broad scope features of this Florida State Fair and Exposition, we quote the following statement in regard to the twenty-five thousand dollar government exhibit:

"With the largest exhibit ever made in Florida the government's twenty-five thousand dollar display in the Agricultural Building at the State Fair will be a liberal education in itself.

"A series of cinematograph lectures will be given, beginning every day at 11 a. m. and will be a continuous performance. Fifteen films showing problems in forestry, road building, farming, health, etc., will illustrate the talks of trained experts, who will relieve each other without intermission.

"It will take five railroad cars to carry the exhibits, and they occupy about 10,000 feet of floor space. They are under the charge of

A. A. Ormsby, from the office of the Secretary of Agriculture in Washington; with him are F. L. Goll, in charge of the Bureau of Plant Industry; C. A. Lindstrom, in charge of the Bureau of Forestry; Joseph Abel, in charge of the Bureau of Animal Industry, and Dr. I. M. Cline, of the Weather Bureau.

"In the plant industry section there are exhibits of cotton, corn, wheat, rye, oats, fibers, grapes, dates, etc., in such perfection as can be attained by anybody who goes at it in the right way.

"The forestry section illustrates the right and wrong way of bleeding pine trees for turpentine and how waste lumber is being utilized; there are models of sawmills, dry kilns, paper mills, etc., so that the entire industry can be studied within the compass of a few feet.

"A model of a national forest unit is shown, complete with roads, conservation houses, bridges, telephone wires. One hundred and sixty-two thousand acres of forest are now under the domain of the national government.

"Of special interest to the housewife are the exhibits of the Bureau of Animal Industry, showing specimens of diseased meats. An hour spent here will enable one to do marketing more intelligently and will have important health results.

"There is also a model, complete in every detail, of a municipal abattoir, showing the cattle and hogs entering the killing pens, illustrating the subsequent processes and showing the meat hung in cold storage.

"Also there are models of concrete silos, dairy barns, poultry houses, trap nests, dipping vats—everything so complete that one could study farming right there. Plans for every building are furnished free, and the experts are eager to explain the gospel of scientific management to everybody who looks the least bit inquiring or hopeful.

"Exhibits of the Bureau of Chemistry show the result of the pure food campaign—with analyses of some of the things that we used to put so blithely into our stomachs—as a reminder of the perils of the unscientific eater.

"In addition there are some 150 varieties of canned fruits and vegetables.

"A complete weather station is also established under Dr. Cline and is one of the most interesting parts of the exhibit."

The New York Central announces the following changes:

Their train No. 46, operating between Chicago, Buffalo, New York and Boston, has become train No. 4, handling the same equipment and running on same schedule and with same extra fares as when it was No. 46.

On train No. 6, parlor car Chicago to Cleveland has been discontinued; also the 10 sec-

tion observation car used as a parlor car Chicago to Cleveland. The train, however, continues to handle the same standard drawing room compartment sleepers Chicago to New York, and the same extra fares apply.

Its No Extra Fare train No. 6-12, leaves Chicago the same as No. 6, at 10:25 a. m., carrying as far as Cleveland the Chicago-New York and Boston sleepers formerly handled in No. 10. East of Cleveland these sleepers are being handled in new train No. 12, leaving Cleveland at 7:00 p. m. and arriving at New York at 3:30 p. m., and Boston as formerly. The train also carries a first-class coach Chicago to New York, arriving at New York at 3:30 p. m.

Train No. 14, a No Extra Fare train, leaves Chicago at 2:30 p. m., arrives at New York at 7:30 p. m., with the same sleeping car equipment as formerly, and the same dining car service from Elkhart.

Train No. 16, Extra Fare train, leaves Chicago at 1:30 p. m., arrives at New York at 4:00 p. m., and at Boston 6:10 p. m., carrying the same sleeping car equipment, and through coach Chicago to New York as formerly.

Train No. 22 continues as formerly, except that Chicago-Buffalo sleeping cars have been transferred to No. 64, leaving Chicago at 5:20 p. m. daily.

Train No. 28 continues to leave Chicago at 11:45 p. m., as formerly, but the Chicago-New York sleeping car arrives at New York at 7:03 a. m. instead of 5:05 a. m. as formerly. No extra fare.

Train No. 64 leaves Chicago at 5:20 p. m., arrives Buffalo 6:00 a. m. and carries the Chicago-Buffalo sleeping car heretofore handled in No. 22. It also has dining car and club car Chicago to Toledo, and a coach to Buffalo.

The following convention announcements for December, 1917, and January and February, 1918, should be carefully gone over by agents and kept in mind with the end in view of obtaining business therefor in cases where applicable to their territory:

Phi Delta Theta, Indianapolis, Ind., Dec. 31, 1917.

National Association of Anatomists, Minneapolis, Minn., Dec. 27, 1917.

Mathematical Association of America, Chicago, Dec. 27-28, 1917.

American Mathematical Society, Chicago, Dec. 28-29, 1917.

Western Fruit Jobbers' Association, Houston, Tex., Jan. 16-19, 1918.

Western Roentgen Society, Chicago, Jan. 23-26, 1918.

Council of the Church Boards of Education, Chicago, Jan. 8-9, 1918.

Educational Association of the Methodist Episcopal Church, Chicago, Jan. 9-10, 1918.

American Refrigerator Association, Chicago, Jan. 28, 1918.

Northwestern Lumbermen's Association, Minneapolis, Minn., Jan. 15-17, 1918.

National Automobile Show, New York City, Jan. 2-12, 1918; Chicago, Jan. 26-Feb. 2, 1918.

National Cash Register Representatives, Dayton, O., January, 1918.

American Society of Heating and Ventilating Engineers, New York City, January, 1918.

Grand Rapids Furniture Dealers' Exhibition, Grand Rapids, Mich., January, 1918.

Department of Superintendents of the National Educational Association, Boston, Mass., February, 1918.

Manufacturers and Importers' Association of America, Chicago, Feb. 4-9, 1918.

National Canners' Association, Boston, Mass., February, 1918.

National Retail Dry Goods Association, New York City, February, 1918.

Retailers' Commercial Union, Chicago, Feb. 1-7, 1918.

American Association of Creamery Butter Manufacturers, Chicago, Feb. 19, 1918.

Sergeant H. B. Stratton, now "somewhere in France," writes very interesting letters to his friends, from one of which the following extracts are quoted. The first, in regard to the second Liberty Bond, is of special interest in that it shows to those of us who made subscriptions here at home how the men at the front regarded the same proposition; and how, while making their own great sacrifice the boys also helped in that campaign.

"From all accounts the second Liberty Loan went big and I understand that the total subscriptions reached the five billion mark. That is quite a figure, isn't it? We all felt mighty fine about the result over here, and this unit made a fine showing, for at least 85 per cent of its entire personnel, officers, nurses and enlisted men, took at least one bond. I got one and the way we pay for it is by taking five dollars a month out of our pay for each bond subscribed for; so you see when I get back to the States I will at least have a bond to peddle and I imagine the \$50 will come in handy."

Those of us who also subscribed to the recent Y. M. C. A. fund also will be interested in that extract in which he speaks of the recreation hut that was being erected within the sound of the enemies' guns.

"There is not much excitement here now and Fritz has not been over for some time. I guess it is too cold for much flying. They started work today on a Recreation Hut for the men and expect to have it finished within a week. This is something that we needed badly, for the men have practically no place to go where they can read or write a letter. Those of us who are sergeants are fixed pretty nice, for we have our own mess hall and about half of this is used as a living room with a fire and chairs and tables where one can read, study or write."

A few days ago we were trying to make up a list of the duties of an average station agent, and we admit that we failed, not because we did not know what he has to do, but because there was not enough spare paper in the office to complete the list.

And now Uncle Sam has taken a hand in the thing and has added one more little duty. This one, however, is for such a good cause that we are all at it hammer and tongs, in such a cheerful manner that it no longer seems like work.

Most passengers are ready and willing to pay the small assessment, realizing that the revenue derived is making it possible for Uncle Sam to put more power into the hands of the men who are winning the war for us. Nevertheless, many questions will be asked, and in some cases protests will be offered. The ticket agent can only do his best to explain that he is simply carrying out the provisions of the law, and that the amount of tax is fixed by law. He has no alternative, and if he will give the passenger the benefit of his knowledge of the subject, in a short time all will understand, and he will have the satisfaction of doing his bit without any noticeable effort.

One more detail to the long list of ticket agent's daily work will be practically forgotten by him, yet it will go down in history as one of his greatest achievements. He will have helped to win the war with his patience—*Erie Information Circular.*

The following Illinois Central minor changes have been made since the issue of the last general folder:

Buffet-Club Car is now operated in trains Nos. 3 and 4 between Chicago and New Orleans; the Sun Parlor Observation Car between Chicago and Memphis, and Buffet-Coach between Memphis and New Orleans having been discontinued.

Dining Car in trains Nos. 11 and 12 is now operated between Chicago and Freeport, instead of between Chicago and Dubuque as formerly.

St. Paul Sleeping Car and Buffet-Club Car operated in train No. 29 are now handled in M. & St. L. R. R. train No. 3, Albert Lea to St. Paul, while the coach is handled in train No. 5, M. & St. L. R. R. having discontinued their train No. 7.

Lombardy, Miss., Memphis Division, Y. & M. V. R. R. has been reopened as an agency station.

B. & O. train No. 45, carrying the New Orleans equipment of I. C. train No. 101, now leaves Cincinnati at 8:00 a. m. instead of 8:15. B. & O. train No. 43, carrying New Orleans equipment of I. C. train No. 103, now leaves Cincinnati at 5:55 p. m., instead of 6:10 p. m. Both trains arrive at Louisville as formerly.

Pasadena's twenty-ninth annual tournament of Roses will be held on January 1, 1918. It will be a gorgeous spectacle.

The floral parade in the morning will have floats entered from Japan, the Hawaiian Islands, the Philippines and other parts of the world, as well as from all Southern California.

Big cities of the East and North will be represented, as they were last year. No flowers other than natural blossoms are allowed in the marvelous decorations on every pageant entry. Millions of them are used.

In the afternoon will be staged a splendid program of sports at Tournament Park, with a football game between East and West as the big feature. The two best university elevens obtainable will play.

Tournament Day pleasures come to a close with a brilliant ball in the evening at one of the most prominent hotels. Profits of the Tournament will go into the Red Cross fund.
—*Northwestern Monthly Bulletin.*

The world's greatest bridge, that which is to connect the north and south shores of the St. Lawrence River at Quebec, is nearing completion, its famous center span having been bolted in place the latter part of September after two previous unsuccessful attempts with heavy loss of life.

The placing of the center span of the bridge, which is 640 feet in length and weighs 5,200 tons, was the crucial test of the whole project. It was erected at Sillery Cove, some three and a half miles below Quebec city, and was towed on scows up stream to the bridge site.

The total length of the Quebec bridge is 3,239 feet and will cost when all has been completed between \$14,000,000 and \$18,000,000.

The New York Globe and Commercial Advertiser publishes an interesting and thoughtful essay by Frank Crane, entitled "Railroad Bees," in which, among other things, he states that agents, conductors, brakemen and porters have been collecting the following specimens on a railroad, the main line of which is Alturia: "Be polite," "be sure," "be clean," "be honest," "be on time," "be patient," "be cheerful," "be considerate," "be careful." Mr. Crane, remarking in regard to them, said: "If you mind them they bring you honey of content," and "if you don't, why—you get stung." We would be glad to add: "Be diligent" to the swarm if there is room in the hive for it.

The Michigan Central announces various changes and eliminations of train service, in which are the following: The Chicago-Lansing sleeping car will be operated in their train No. 6 instead of train No. 36.

The Chicago-New York sleeping car carried on train No. 14 will be moved by the

N. Y. C. from Buffalo to Albany on train No. 40, and on train No. 20 beyond; due in New York City at 8:00 p. m.

The Chicago-Niagara Falls sleeping car is being operated Chicago to Buffalo via Niagara Falls in train No. 18-14.

The Erie calls attention to the earlier departure from Chicago of their night train No. 8, east-bound, it now leaving Chicago at 10:35 p. m. daily for New York instead of at 10.40 p. m. Their morning train No. 4 leaves Chicago daily at 11:00 a. m. for New York and points east as formerly, but arrives at New York at 4:30 p. m. instead of at 5:00 p. m.

The St. Louis-Southwestern announces that the corporate name of the town formerly called "Argenta, Ark.," has been changed to "North Little Rock."

The Northwestern announces that Dudley, Minn., on the Marshall branch of their Minnesota Division has been closed as an agency station.

The following, appearing in *Saxby's Magazine* and entitled "What's the Use," may be of interest as applying broadly to most activities of life as well as to a health fad:

He had a prophylactic bent,
And led a sterile life,
Had hygienic children and
A sanitary wife.
Lived in a fumigated house
And wore aseptic suits,
Ate germicidal food and smoked
De-nicotined cheroots.
His milk was always pasteurized,
He drank denatured water;
He ne'er forgot to swat the flies,
Mosquitoes he would slaughter.
He screened his doors and windows and
His office disinfected;
Against disease of every kind,
He felt himself protected.
He exercised; he slept by rule
And timed his very breath;
His health was excellent and he
Defied the demon Death.
His plan was admirable, no doubt,
But darn the measley luck!
He went and got run over by
A ten-ton power truck!

From an envelope of newspaper clippings, thrust into oblivion many years ago, the following extract from a review of a book was brought to light. The point made therein would apply to winter travel as well as to that of the summer time.

"* * * has made not a few wise and epigrammatic remarks concerning this form of amusement or education. 'Travel,' he remarks, somewhere in 'Contarini Fleming,' is

the great source of true wisdom; but to travel with profit you must have such a thing as previous knowledge.' It would be too invidious to inquire how large a proportion of ordinary summer wanderers have such a thing as previous knowledge, but some light is thrown upon the mystery of their being able to tolerate each other's stupidities by the observation elsewhere in the same novel that 'travel teaches toleration.'

"So you have twins at your house?" said Mrs. Nabor to little Jack.

"Yessum," he said soberly, "two of them."

"What are they going to call them, my dear?"

"Well, I don't know for sure, but I think their names is Thunder and Lightnin', 'cause that's the names paper called them when the doctor came in and told him about them."—*New Puck.*

It was nearly noon when the irate traveling man found the night clerk of the little hotel in a North Carolina town. "I told you to call me for the 7:00 o'clock train. Now I have to lose twenty-four hours' time. Why didn't you call me?"

"I couldn't very well," explained the clerk, cheerfully. "I just got up myself."—*Clipped.*

An old song of the fourteenth century touches on the Christmas spirit as follows:

"Without the door let sorrow lie,
And if for cold it hap to die,
We'll bury it in a Christmas-pie,
And evermore be merry!"

A railroad gang foreman at Atchison has sent in this report again: "The horse that No. 508 killed is a mule, and is not dead yet."—*Kansas City Star.*

Merry Christmas and Happy New Year.

A Commendable Act by Conductor T. W. McIntyre Which Has the Approval Not Only of the Superintendent, But the Management as Well

Chicago, October 25, 1917.

Mr. A. E. Clift:

I quote below a letter from Superintendent Battisfore to Conductor T. W. McIntyre of the Springfield Division dated October 24th:

"I have just been advised that when the fireman on train No. 526 fell from engine at Weedman October 19th and was so severely injured that he could not take the engine to Gilman, you volunteered to fire engine from Weedman to Gilman, although at the time you were a passenger and not prepared for such an emergency, but borrowed the injured man's clothing and took the engine through.

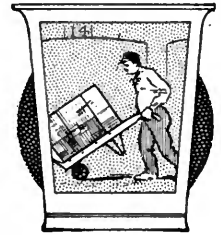
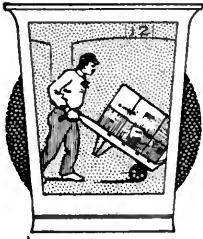
"This manifestation of loyalty and interest in the company's welfare is very commendable and I assure you is highly appreciated not only by myself but the management as well, and I am making your action in this case the subject of a communication to the General Superintendent with request that same be printed in the magazine, with the idea that the splendid example set by you will be the means of encouraging other employees to do likewise."

L. A. Downs,
General Superintendent.



FREIGHT TRAFFIC

DEPARTMENT



Illinois Central Railroad Company

Office of Coal Traffic Manager

Chicago, November 16, 1917.

To Mine Owners and Operators:

The Country's need of increased transportation has never been brought to mind more clearly and more forcibly than **now**.

To help meet this great need this Company asks its patrons, both shippers and receivers, to co-operate by giving instructions prior to arrival that will enable the carrier to place cars for final delivery on arrival, instead of sending them to "hold" track to await such instructions.

It develops that a great many cars of coal reach destination before the invoice or notice of shipments reaches consignee.

May we rely on your co-operation to the extent of notifying your customer, either by forwarding bills of lading, invoice or postal card manifest in advance of arrival of the car, to the end that delay may be avoided and cars returned to the coal fields earlier for you to load?

B. J. ROWE,
Coal Traffic Manager.

If All Cars Were Moved Like This One, Car Shortage Would Be Minimized

Clinton, Ill., November 24, 1917.

Mr. J. F. Porterfield,

Mr. L. A. Downs,

For your information I am quoting below letter from Chief Dispatcher Mallen under date of November 23.

"Wish to submit the following data on RI 78484 stock car. Left Clinton extra 1718 5 a. m. November 22nd, arrived Patoka at 10:30 a. m., loaded with stock for Pana and moved by train 164 at 10:50 a. m., unloaded at Pana and immediately reloaded with cattle for Chicago, leaving Pana at 3 p. m., arriving at Clinton 7 p. m., showing a total mileage of 196 miles on this division, or a daily car mile, including the movement to Chicago, of 316 miles. This for your information."

J. W. Hevron.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

THREE KILLED—OVER ONE HUNDRED LIVES PLACED IN JEOPARDY.

Three young men in the prime of manhood are dead, three women were changed from wives to widows in the twinkling of an eye, three children are left fatherless, three fathers and three mothers are stricken with grief, over one hundred lives were placed in jeopardy, an automobile truck is destroyed, traffic was seriously delayed, a costly locomotive is badly damaged and the wheels of nine modern steel cars were flattened to the extent of rendering them unfit for further use, all caused by the failure of Glenn Taylor, Arthur Peacock and Earl Cramer to exercise reasonable and ordinary care in approaching a railroad grade crossing in an automobile. Illinois Central through passenger train No. 12, eastbound, collided with an auto truck occupied by these young men as they were on their way to work on the morning of November 26th, on a public highway crossing

at Perryville, Ill., killing them instantly and demolishing the truck. They were riding on the front seat of this truck with the side curtains up, and it was reported that one was sitting in another's lap. There is a clear and unobstructed view of an approaching train from the west for a distance of one-quarter of a mile seventy-five feet back from the track. Eye witnesses saw the truck approach the track going at a speed of fifteen miles per hour and say that the occupants did not slacken the speed before reaching the track and paid no attention to the approach of the train, the sound of the crossing whistle, nor the ringing of the bell. The impact demolished the pilot of the locomotive and broke the air-brake apparatus, thus causing the brakes to be applied in the emergency, which flattened every car wheel in the entire train. Three of the cars were temporarily taken out of service. Had the truck been struck in the center, it would no doubt have become entangled in a switch located near

the crossing and the entire train would have been derailed, endangering the lives of over one hundred passengers, as well as the train crew. On account of the damage to the locomotive, it was necessary that the train proceed at a very slow speed to the city of Chicago, further delaying through traffic. The men who were killed lived at Cherry Valley, Ill., which is located two miles north of Perryville. They were familiar with the crossing and were employed by The United Disposal & Recovery Company. At the time of the accident they were on their way to Camp Grant for the purpose of hauling refuse from the Camp. They were well respected and esteemed citizens in the community in which they lived, as well as valuable employees. Not only do the widows, children and parents suffer a serious loss by reason of this deplorable accident, but the loss to the community is substantial, as well as the damage sustained by the Railroad Company Arthur Peacock, Glenn Taylor and Earl Cramer were responsible for this horrible catastrophe in which they lost their lives. They merely did what thousands of others driving automobiles are doing daily. They paid no heed of the railroad tracks. They did not stop, look and listen. They paid the penalty for the passive indifference of our law making bodies in failing to impose upon those approaching railroad crossings at grade the duty of protecting themselves.

RAILROAD LAWYER ARGUES CASE IN POETRY.

Nine verses of poetry form the principal part of a petition filed in the Kansas Supreme Court by Walter E. Brown, attorney for the Missouri Pacific Railroad, asking for a reversal of a verdict given to Ernest Smith of Carona, Cherokee County, for \$1,800 damages for the loss of a barn by fire. Smith charged that the barn had been burned by sparks from a passing locomotive.

Judgment in the Circuit Court was rendered despite the fact that some of the witnesses testified there was no train

over the line for several hours preceding the fire, and others that the blaze started from the interior of the structure. The train dispatcher's records showed also that no train had been operated on the road later than 5 o'clock, while the barn was destroyed six hours later.

Here's the text of Brown's appeal:

Once on a fervid, arid day
About four miles from town,
A measley stack of musty hay
And a farmer's barn burned down.

"Who burned my barn?" the farmer
bawled,

"Who burned my clover stack?"
"I saw a tramp," a neighbor called,
"All scorched adown the back."

"Who burned my barn?" the farmer
cried,

"Who burned my stock of feed?"
"It might be me," his son replied,
"I threw a match that way."

"Who burned my barn?" the farmer
brayed,

"Who burned my stack of feed?"
"The cook threw coals," said the dairy
maid.

The hire man agreed.

"Who burned my barn?" the farmer
roared.

"The roan mule's home and hearth."
The cry went forth, and rose and soared
Till it reached e'en Leavenworth.

A lawyer heard what the echo brought,
And straightway oped his mouth,
These soothing words the farmer caught:
"There's a railroad four miles south."

His path that lawyer quickly took,
And to the farmer sped.

And in spite of boy, and tramp, and
cook,

He cried, "We've got 'em dead."

Full soon into the jury box
Came twelve men, good and true,
No need of Judge or witnesses,
They knew just what to do.

That lawyer read them verses sweet,
Which melted in his mouth.
The jury need not leave their seat—
"There's a railroad four miles south."

AN ABSURDITY ON ITS FACE

Local Attorney Foster has another scalp dangling from his belt. The case of Minnie Osborne against the Illinois Central occupied the time of Judge Baldwin's Court, Chicago, from November 21st till noon, November 28th. It also occupied the time of two train crews and a large number of employee witnesses who were badly needed in the service of the railroad.

Minnie Osborne claimed that she took passage from Memphis on train No. 134, February 3, 1913, accompanied by her father and her small child, enroute to Chicago; that the ticket agent informed her that she would not have to change cars at Fulton, Ky. There was a through sleeper, but she occupied a day coach which did not go beyond Fulton. When No. 134 arrived at Fulton, it was found that the connection for Chicago was late and she took the next train, which was No. 4. She claimed that the conductor of No. 4 told her she would have to change cars at Cairo Junction. The idea of any conductor on the Illinois Central telling a passenger on train No. 4 (one of the best established trains in the country, a train which has for years and years been running as a solid train between New Orleans and Chicago), that it would be necessary to change at Cairo Junction, was an absurdity on its face, but this is what Mrs. Osborne relied upon and this is what occasioned all the trouble. She claimed that she got off the train at Cairo Junction, accompanied by her father and her little child at 3:00 o'clock in the morning and they were required to stay in the station at Cairo all night and return to Cairo Junction to catch another train, at which time she had to stand out in the cold and snow for an hour. This woman swore that her baggage had gone on to Chicago and she had no warm clothing and that

she suffered from exposure until she was made very ill; that her sickness developed into female disorders and that she had become a wreck. The testimony of Conductor Melton, one of the best conductors on the road, was to the effect that he had not told Minnie Osborne that she would have to change cars at Cairo Junction, and this was the view which the jury took and the Railroad Company was acquitted after a very strenuous trial.

Local Attorney Foster, in his argument to the jury, touched upon the outrageousness, during this time of world stress, for a person to be able to tie up a large number of railroad employees in a case with so little merit as it was patent to anyone that this one had. A woman claiming that the conductor of No. 4 had said to her that she would have to change cars at Cairo Junction in order to reach Chicago was the only pretext for the suit, and Mr. Foster dwelt upon this at length. At best, the woman had only lost a few hours' time and the testimony was that she could not have suffered from the cold because of the fact that the depot at Cairo was warm and she spent the night in it. Notwithstanding this, two of the oldest and most experienced train crews on the road had to be taken out of the service for more than one week in order to refute this unjust claim. Mr. Foster stated to the jury with much force that people in other parts of the world were suffering for food on account of the shortage of transportation and that the efficiency of transportation was being seriously interfered with by reason of the shortage of labor. On top of all of this a woman passenger on No. 4 from Fulton to Chicago was permitted to come into court and say that the conductor told her she would have to change cars at Cairo Junction and as a consequence more than a dozen employees of the railroad who could have been rendering good service to the railroad and to their country were held in Court a week as witnesses in order to keep this woman and her lawyer from taking a big bunch of the Railroad Company's money.

Frivolous litigation against railroads at this critical time is playing into the hands of Germany as much as blowing up munition factories, and it should be looked upon in the same light.

WHERE IS HE NOW?

There was a man who fancied that by driving good and fast,
He'd get his car across the track before the train came past;
He'd miss the engine by an inch, and make the train-hands sore.
There was a man who fancied this; there isn't any more.

—*Nebraska Farmer.*

"HENRY," A COON DOG, IN A NEW ROLE.

Assistant General Claim Agent Parks C. Archer, of the Chicago & Alton, who has many friends on the I. C. and Y. & M. V., having formerly been employed as Claim Agent at Memphis, went down to Grenada, Miss., to spend Thanksgiving with his friend, Claim Agent J. L. Scott, on the latter's farm near Grenada. Mr. Scott happened to be ill at the time and Mr. Archer had to entertain himself. He borrowed Mr. Scott's shot-gun and a lot of shells and left Mr. Scott's house, saying he would only be gone a short time. Not far from Mr. Scott's home are thousands of acres of timber. Old residents familiar with this timber have been known to become lost in it. Mr. Archer was warned not to go deep into the timber, but the squirrels were plentiful and he became excited and went further than he expected. In the meantime, the folks at Mr. Scott's home became alarmed. Hours passed. Mr. Archer did not show up for dinner. At supper-time he was still missing. By this time the woods were as dark as an Egyptian night and there was not a sound to be heard anywhere except the occasional hoot of a screech-owl. Mr. Scott called out the neighbors with their horns and guns and the woods were bombarded. The only fear was that Mr. Archer might be so deep into the woods that he could not hear the horns and the

guns. It was decided to dispatch a negro on a mule to Grenada for the purpose of getting sky-rockets. An emergency of this kind nearly always develops a general, and in this instance the general happened to be a coon dog named "Henry," said to have more intelligence than any dog ever raised in the vicinity of Grenada. "Henry" and his master went in and soon brought Mr. Archer out of the wilderness and he is now back in Chicago representing the Chicago & Alton as usual. His friends in the Claim Department of the I. C. specially request that no mention of this matter be made to anyone connected with the Chicago & Alton.

CALLS FOR FIGURES.

Dr. Dowling Believes Railways Kill Large Number of Cattle.

In line with the movement looking to the conservation of food supplies, Dr. Oscar Dowling, president of the State Board of Health, has written to officials of all the railroads operating in this state, asking for statistics concerning the killing of cattle by railroad trains.

The matter was brought sharply to the attention of Dr. Dowling by a statement made by B. F. Bush, president of the Missouri Pacific and member of the National Defense Committee who has compiled data on the economic waste involved in the number of animals killed by the railroads in Mississippi, Arkansas and Louisiana in the past five years.

Since June 30, 1917, on fifteen roads, having a mileage of 12,641, 121,596 head of live stock were killed, approximately ten head per mile. At present prices the value would be close to \$7,800,000, an amount which would furnish meat for one month for 1,500,000 persons. Dr. Dowling believes if he can get separate figures for Louisiana the result will be startling.—*New Orleans Times-Picayune*, Nov. 11, 1917.

Dubuque, Ia., December 4 1917.
 Mr. H. B. Hull,
 General Claim Agent,
 Chicago, Ill.

Dear Sir—I see in the last issue of the magazine where Claim Agent Cary, of the Illinois Division, very properly brags about the good showing the Illinois Division has been making in the handling of claims. I wish to direct your attention to the fact that the Minnesota Division stands first for the period of ten months of the present fiscal year in the reduction of personal injuries, in proportion to the number of men employed, and fifth in the amount of money disbursed in settlement of personal injury cases; also fifth in the amount disbursed in settlement of stock claims for the same period.

Yours very truly,
 J. T. TAIT,
 Claim Agent.

Continuing Cases Interferes with Railroads' Operations.

Pursuant to a circular issued to all concerned by the management to conserve the time of railroad employes and officials as much as possible in their attendance at court as witnesses, an effort is being made to ascertain from attorneys for plaintiffs in advance of the trial date, whether they will be ready for trial of their cases. Unfortunately, such attorneys and the courts do not always co-operate to the extent they might. A great many suits are filed without any intention of trying them, but in the hopes that the railroad company will make a small compromise rather than incur the trouble and expense of a trial. In such cases where compromises are refused by the company, cases are kept on the calendar until the trial dates and when called they are either continued or dismissed, the company being subject to the expense of having all witnesses on hand.

At the October term of Warren

County, Miss., Court, it was felt by railroad representatives that a certain suit would not be tried. On the day preceding the date of the trial, the plaintiff's attorneys were asked whether they would be ready and they were advised that the company must incur a great deal of expense and inconvenience to its operating department in having its witnesses on hand, and desired to avoid this trouble if the case was not to be tried. Assurance was given that the case would certainly be tried. Therefore, two superintendents, a roadmaster from another division, two employes of another department from Chicago, an entire train crew and other witnesses were assembled for the trial, but when the case was called the plaintiff's counsel asked a continuance and, notwithstanding attention was called to the agreement of the day before, the continuance was given.

The amount of money, which the company is called upon to pay witnesses, to say nothing of the interruption of railroad business due to such instances, during the year is very considerable.

Plaintiffs in damage suits enjoy peculiar advantages. Suit may be filed in a case utterly without merit, the plaintiff taking the pauper's oath, thus escaping court costs if the case goes against him and on the day of the trial, if no excuse avails to secure a continuance, a nonsuit is taken and the suit then goes over to the next term of court, and the trouble and expense of assembling witnesses is put upon the railroad again.

AS REPORTED

A girl who was running a London bus was making out her first report. Under the heading "Accidents" she stated:

"Bumped into an old gent."

Under the heading "Remarks" she said:

"Simply awful." Christian Register.

AMOUNT SUED FOR NO INDICATION OF DAMAGE SUSTAINED.

Frequent notices appear in the press of the institution of damage suits for very large sums. It seems to be the practice of some lawyers never to file a damage suit for a small amount. In other words, the amount demanded is the same whether the injury amounts to \$10.00 or \$10,000.00.

At the October term of the Warren County, Mississippi, circuit court twenty-four damage suits appeared on the docket against the company. Eleven were continued, one dismissed and twelve compromised. Of the twelve compromised four were adjusted for a total of \$1550.00 while the amount sued for aggregated \$50,000.00. The other cases compromised were mostly small fire and stock suits.

A suit was recently filed in Quitman County against the company for \$101,000.00 on account of personal injury sustained in an auto accident where the plaintiff was laid up only two or three weeks, since which time he has been attending to his usual business. Just why some lawyers sue for such ridiculous amounts, as compared with the actual damage sustained, does not appear unless it be for advertising purposes or in the hope that the large sum demanded may make an impression upon the jury, as to the importance of the case, which they would not otherwise have. It is, therefore, not wise to judge the importance of a suit by the sum mentioned in the petition. It seems to tickle the vanity of certain lawyers and their clients to have a \$50,000.00 suit against the railroad and they are little abashed if the amount recovered be but \$50.00.

GETS 7 YEARS FOR FLEECING RAILROADS.

P. H. Konzen Got Money on Fake Injury Claims.

Fleeing the railroads was found to be a poor business by P. H. Konzen, a former attorney of Sioux City, when

he was sentenced this week by Judge Kelly at Mason City to seven years imprisonment on a charge brought by the Minneapolis and St. Louis road.

He was convicted of obtaining money under false pretenses a few weeks ago, the jury returning a verdict of guilty after deliberating for an hour and twenty-five minutes. His conviction was secured by B. Burnquist, of this city, attorney for the railroad.

The imprisonment of Konzen has ended a notable career of gaining money from railroads in the country under false pretenses. Even with this sentence served, he will not be free as there is a count against him in the Federal court at St. Paul for using the mails to defraud.

History of the Case.

Konzen, at the time he claimed to have been injured, was going under the alias of Joe Martin, a laboring man of Sioux City. He claimed to have been injured when stepping from an M. and St. L. train at that city. He slipped from the steps and the fall resulted in paralysis of the lower limbs, he claimed. He was in the hospital for two weeks, and S. J. Beardsley, claim agent for the road, settled with him for \$800.

He got his money at 5:00 p. m., and at 8:00 p. m. left the hospital on crutches. According to a detective, who at the instance of the road, followed Konzen when he left the hospital, the man was barely able to walk for half a block. Then he grabbed up his crutches, ran into an alley, where he threw them away, ran to the M. and St. L. depot and took the train for St. Paul. The case was investigated and he was brought to trial for obtaining money under false pretenses. Up to the time of the trial Konzen denied his identity but on the witness stand admitted he had gone under the name of Joe Martin.

Works Other Railroads.

This was not the first time that Konzen secured settlements from railroads.

Two years before he claimed he was injured on the M. and St. L., he worked the Great Northern road for settlement for practically the same injuries he claimed to have received at Mason City. He also received settlement from the Northern Pacific road a few months before the last "injury." He filed claim against the Milwaukee road within seven days of the Mason City injuries and, as D. H. Condon, called at the Milwaukee offices in Omaha to file his claim. Later he went to St. Paul and, as P. H. Konzen, attorney, wrote to the road in behalf of his client. This letter is now being held against him by the Federal court at St. Paul.

Similar Injury Cases.

The Konzen trial is just a sample of the fake injury claims that are filed

against railroads. Mr. Beardsley today told of a similar case staged at Hampton, Iowa, by a man named Roach. The M. and St. L. settled with him for \$600 in Minneapolis. His injuries were similar to those of Konzen. Two days after settling Mr. Beardsley saw the man walking without crutches. He was afterwards caught by the Duluth and Iron Range railroad which had settled with him for \$1,000. He was prosecuted for grand larceny and is now doing time at Stillwater penitentiary. He had worked his game under different names against the Northern Pacific, the Great Northern, the Grand Rapids and Indiana, the M. and St. L., the road that prosecuted, and two electric lines. —*Ft. Dodge, Ia., Messenger, of November 9, 1911.*

Information for Those Who Have Chickens

Dear Editor:

You have often heard the old saying: "You can lead a horse to water, but you can't make him drink." But here is one thing you can do: "Make a hen lay." Why don't the farmers get as many eggs in winter as in summer? The reason is simple. Chickens must be kept in a warm place in order to keep their blood warm. To keep their blood warm, their feet and combs must be kept warm. If everybody who has chickens will follow this rule, they will get just as many eggs in winter as in summer.

Clean out one or two stalls in the stable or barn and sweep the ground clean. Scatter the food for the chickens over the ground regularly and cover about 24 inches with dry straw. Put the chickens in on the straw and close them up, leaving a ventilation at the top of the stall, but not enough to make the place cold.

They soon reason with themselves and

start scratching for the food. The friction from scratching in the straw warms the blood in their feet and keeps them perfectly dry. Thus the body becomes heated from the burdensome work in the deep straw and they often sit down and lay, then go to work again. Don't give them too much water. Keep them hot and make them work hard. Regulate the food and straw daily and you will get your regular daily reward.

Have you ever noticed the chickens standing on the sunny side of the house or barn, first on one foot and then the other, waiting for somebody to throw the food to them? That is why we have less eggs in winter. Keep your chickens warm and dry and make them work for what they get. Hang the food above for strenuous exercise, just far enough to make them jump. One jump, one bite; no jump, no bite. Do this and we will all have eggs. Harness up your chickens, and pump the eggs out of them.

FROM THE LAW DEPARTMENT



Procedure for Advances in Rates and Fares, Under Amended Section 15 of the Commerce Act

On November 8, 1917, the Interstate Commerce Commission issued the following statement governing the procedure in connection with applications for advances in rates and fares pursuant to the recent amendment to Section 15 of the Act to Regulate Commerce; viz.:

"The Interstate Commerce Commission takes this means of answering numerous inquiries as to the application and operation of the amendment to the 15th section of the act, which prohibits filing increased rates, fares or charges until the Commission's approval thereof has been secured.

1. Section 22 of the act authorizes the carriers to carry, store or handle property free or at reduced rates for the United States, state or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat. If a carrier has established and filed a tariff of such reduced rates, it must secure approval before increases in or cancellation of those rates can be filed.

2. In the Fifteen Per Cent Case the Commission authorized increases in joint rail-and-water rates to the level of the all-rail rates between the same points. In some instances such rail-and-water rates were increased and thereafter the all-rail rates were increased. The rail-and-water rates may not again be increased by virtue of the authority of the Fifteen Per Cent Case without first securing approval under the amended 15th section.

3. If after formal hearing the Commission finds that undue preference or prejudice exists and must be removed and also finds that the higher charge is not unreasonable or prescribes a reasonable maximum charge, it will not be necessary to secure additional approval under the 15th section for the filing of charges which conform to such findings. But, if the Commission finds that undue preference or prejudice must be removed and does not make a finding as to the reasonableness of the existing charges or what would be a reasonable maximum charge, approval under the 15th section must be secured for the filing of increased charges intended to remove the undue preference or prejudice.

4. If a fourth section application to continue lower charges for the longer haul is denied and the Commission makes no finding as to the reasonableness of the higher charges to the intermediate points, or as to what would be a reasonable maximum charge at the more distant lower-rated point, approval under the 15th section must be secured as to increased charges proposed by the carrier in order to bring the charges into conformity with the rule of the fourth section.

5. The Commission's jurisdiction over joint rates or fares applying from points in Canada to points in the United States has been announced in several of its reports. *Black Horse Tobacco Co. v. I. C. R. R. Co.*, 17 I. C. C., 588; Inter-

national Paper Co. v. D. & H. Co., 33 I. C. C., 270; Carey Mfg. Co. v. G. T. W. Ry. Co., 36 I. C. C., 203. The Commission has and can assume no extra-territorial jurisdiction. It cannot abdicate its jurisdiction over charges of carriers for service rendered by them within the United States. Through or joint rates or fares from a point in Canada to a point in the United States are necessarily filed with the Board of Railway Commissioners of Canada, which has jurisdiction of the roads in Canada. Through or joint rates and fares between points in the United States and points in Canada are a great convenience to the public and their use should not be abandoned or discouraged unless that is absolutely necessary. Through or joint rates and fares from points in the United States to points in Canada are subject to the requirements of the 15th section as amended. Reaffirming the views as to its jurisdiction as announced in the cases above cited, the Commission holds that it will not be necessary to secure approval of this Commission under the amended 15th section to the filing of through or joint rates or fares applying from points in Canada to points in the United States. It follows that the same ruling applies to through or joint rates or fares between points in Mexico and points in the United States.

6. In preparation, presentation and handling of applications for approval of increased rates, fares or charges the following rules will, until otherwise ordered by the Commission, be observed:

One copy of each application, together with one copy of each exhibit attached thereto or referred to therein, will, as soon as received and recorded by the Fifteenth Section Board, be deposited for public inspection in the Commission's public tariff file room.

A daily list of the applications presented, showing in concise form and in a general way their purport, and excluding applications for permission to correct palpable errors in tariffs and applications of relatively minor importance which manifestly should be promptly granted, will be laid upon the press table in the Secretary's office, deposited in the Commission's public tariff file room, and one copy thereof mailed to each state railroad commission and to accredited representatives of organizations of shippers, chambers of commerce, boards of trade, and commercial clubs. Such organizations and commercial bodies are hereby requested to designate to the Secretary of the Commission the names and addresses of their respective representatives to whom they desire such statements mailed.

When an application has been assigned for hearing, either formal or informal, a notice of such hearing, together with a concise general statement of the matters to be considered thereat, will be placed upon the press table and copies thereof mailed to shippers or their representatives who have requested such hearing.

Informal hearings may at the discretion of the Fifteenth Section Board be stenographically reported. The Commission will take only one copy of the record, which will be filed with the application.

In instances of a somewhat general territorial increase in rates on commodities or between localities, interested parties at an informal hearing may, at the discretion of the Board, be accorded 10 days within which to file with the Board and serve upon each other such briefs as they desire to file.

It is not necessary for carriers to secure additional approval to filing of

(a) All-rail or rail-and-water rates approved in the report in the Fifteen Per Cent Case and rates approved in the C. F. A. Class Rate Case.

(b) Any rate, fare or classification rating prescribed or maximum rate or fare authorized in a report or order of the Commission after formal hearing.

Approval must be secured before tariffs are tendered for filing in the following instances:

1. When the elimination of a route designated in the tariffs will result in increased rates, fares or charges via that route.
2. When an increase in the minimum carload weight effects an increased charge on the shipment.
3. When a diminution in the amount of switching charges absorbed by the carrier results in increased charges against the shipper.
4. When the restriction or elimination of a transit service results in increased charges.
5. When the substitution of combination rates for joint rates results in increased charges.
6. When a freight tariff specifies a date of expiration and the charges that will be applicable after that date are increased charges.
7. When changes in rules or regulations effect increased charges.
8. When increased charges result from changes in numbers assigned to stations or express offices, from additions of new stations or express offices on old lines, from changes in distances, from the withdrawal or cancellation of stations, landings or express offices, from correction of capacities or dimension of cars.

It is not necessary for a carrier to secure approval before filing of tariffs which effect the following changes:

- (a) When because a railroad or water line ceases operation cancellation of rates becomes necessary.
- (b) When a team track is eliminated or a siding at a way station has been removed so that delivery of carload shipments can no longer be effected thereat.

If the Commission has approved an increase in rates or fares from a given point to a gateway, traffic moving beyond that gateway on a combination rate or fare bears the increased charges, but the carriers may not increase joint through rates or fares which may have been made on the combination without first securing the Commission's approval.

If the Commission has approved an increase in the rate or fare from a given point to a given point, that approval does not include other points grouped with and taking the same rate or fare, unless they are specified in the application and order of approval.

The law recognizes the carriers' right to establish excursion fares. Where such fares are lower than the ordinary or what may be termed standard fares and are effective for a limited period or between specified limited dates, their expiration does not require the carrier to secure special permission under section 15 for the application of the standard fares, which have remained in effect all the time and which apply under different circumstances and conditions. Authority must, of course, be secured for any increase in the established or standard fares.

Rule 52 of tariff circular 18-A permits changes on short notice in round-trip excursion fares for certain specified reasons. Special permission is not necessary for those changes.

Approval is necessary for the elimination of stopover privileges or side trips, but is not necessary as to rules providing for extension of time on limited tickets or for honoring of tickets that have not been properly validated.

If a switching line has on file a tariff naming a switching charge and the line-haul carriers have on file tariffs providing that they will absorb the charges of the switching line, the switching line may not increase its tariff charge without securing approval.

On November 16, 1917, the following *modification* of the foregoing circular was issued:

"The Commission has adopted the following modification of its circular of November 8, 1917:

"If a carrier desires to establish for a specified limited period reduced freight rates, and, upon the expiration of that limited period, to restore the rates that are in effect at the time the reduced rates become effective it may do so in a supplement to the tariff which contains the rates that are to be temporarily reduced, provided that tariff is one which may under the Commission's tariff regulations be supplemented, which supplement must bear notation substantially as follows:

"The rates (or the rates on—from—to) contained in this supplement will apply from (effective date) until (date of expiration), in lieu of the rates in the tariff, or in supplement No.— to the tariff, to which this is a supplement, and upon the expiration of the reduced rates named herein the rates in the tariff, or in supplement No.— to the tariff, will again become effective.'

"If such change is made by reissue of a tariff which may not be supplemented, the item providing for the temporarily reduced rates must bear notation to the same effect.

"Rates in a tariff may not be temporarily displaced by rates published in another tariff or supplement to another tariff. This authority may not be used in connection with a tariff which has been filed and has not yet become effective except under special permission secured in the usual way, and does not waive any part of the Commission's tariff regulations as to the number of supplements or volume of supplemental matter that may be in effect at any time.

"When this form of publication is used, it will not be necessary to secure special approval under the amended 15th section of the act before filing same."

CURTAILMENT OF UNNECESSARY PASSENGER SERVICE IN IOWA APPROVED

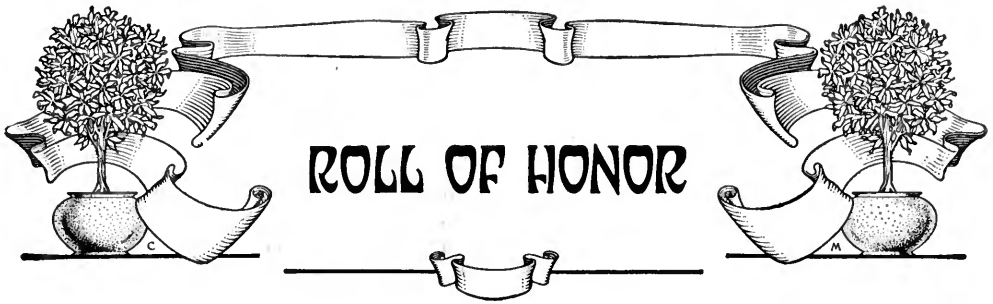
The Cedar Falls Commercial Club and Iowa State Teachers' College complained to the Iowa Board of Railroad Commissioners because the Chicago, Great Western Railroad took off two of its four passenger trains in each direction between Cedar Falls and Cedar Falls Junction, the prayer being that this service should be reinstated. It was shown that one of the trains carried an average of less than ten passengers for each round trip and the other, about twelve, that upon the whole service the earnings did not equal the expenses, and that service was available via the Illinois Central other roads. In dismissing the complaint, the Commission said: "We recognize that the service given by the Chicago, Great Western Railroad Company prior to the discontinuance of said trains was very convenient for the people of Cedar Falls. We think it would hardly be claimed that it was necessary, and the showing certainly is that the trains were not well patronized.

"In addition to these facts, this Commission thinks it should so regulate and control the service to be furnished by railroad companies at this time as to avoid the expenditure of large sums of money either directly or indirectly simply for the convenience of a few people. This country is now at war and the railroads are absolutely necessary to the proper conduct of that war, and where the public safety and public necessity are not manifestly and imminently endangered, we cannot be expected to order the railroads to operate trains where their operation is a mere matter of convenience and not a matter of necessity. The railroads of this state must be permitted and encouraged to use their whole equipment, including their funds, to carry on what is now the supreme business of this country—the business of war—and to facilitate the distribution of food, fuel and other necessities of life. Mere matters of convenience, which are desirable in times of peace and for the purposes of peace, will have to wait until peace comes."

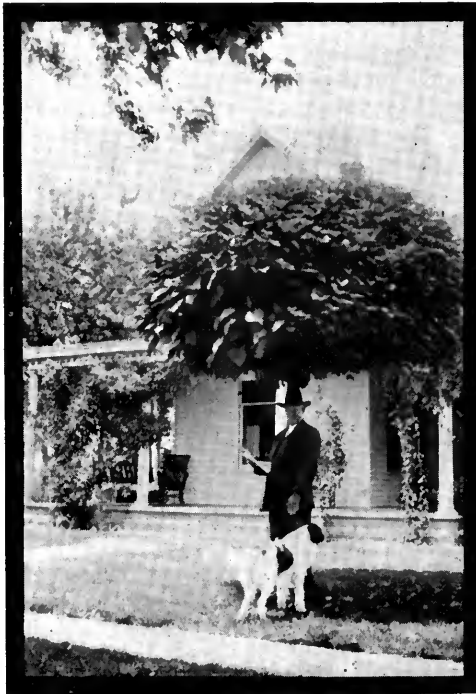
EXPERT EVIDENCE ON CARRIERS' FINANCIAL CONDITION AND REMEDY SUGGESTED

At the recent hearing of the reopened Eastern Fifteen Per Cent Freight Rate Case, the Interstate Commerce Commission called as expert witnesses Frank A. Vanderlip, President of the National City Bank of New York, and Paul Warburg, Vice-Governor of the Federal Reserve Board, to analyze the causes of the carriers' financial condition. Neither being identified with either side to the controversy, their evidence is particularly interesting. Mr. Vanderlip said, "So long as railroads are regulated as to rates, they should have the advantages of economies of combination," that regional consolidations should be permitted, that the granting of 15 per cent advance in the rates would assist in restoring the willingness of the public to provide the carriers with new capital but that it would not cure fundamental faults in the railroad situation, that, before the situation is cured, roads would either go into the hands of the Government or will be permitted to consolidate, that railroads can learn from the experience of bankers, that they have not been thinking nationally, that mere earnings of roads do not reflect accurately the railroad situation, the chief menace of which is the unwillingness of the public to purchase railroad stocks, that railroads face government ownership unless the public can be convinced railroad investment is desirable, that none of the practical methods of obtaining money is open to the roads except at high rates of interest, that they need a billion dollars a year for improvements and extensions, that stocks of roads prudently constructed and managed should be slightly above par as a reward for prudence, that earnings appear to indicate roads are doing well but that investors do not think so, that roads are not meeting demands for service, that service is more important than rates, and that the public is willing, except an extremely selfish part of it, to pay for service when it is rendered.

Mr. Warburg testified that every industry which contributes to the winning of the war should be encouraged, that foremost among them are the railroads, that index prices show an increase of about 100 per cent in wholesale prices since the beginning of the war, that higher interest rates and higher dividends are essential to attract the investing public, that the investor is in doubt as to the future of railroads, the quantity of labor available, and price of material, that the public is uncertain as to whether railroads will receive generous treatment, that the government may have to fix the wages of labor as it has fixed the price of materials, that the sale of railroad securities has become practically impossible, that the carrying out of the suggestion railroads should conserve their revenues by discontinuing payment of dividends would be fatal to railroad credit, that it would seriously affect the income of a large part of the public owning railroad securities and upon which the government depends for a large part of war revenues, that railroad stocks have declined on an average of about 20 per cent since the beginning of the war, that this decrease, together with the lessened value of railroad bonds, has brought about a shrinkage in values of about \$2,800,000,000, and that this is of serious interest to banks which hold about two billion dollars of these securities as collateral for loans, that present conditions are such as to demand an increase in railroad revenues, that there are at present no issues of railroad stock and no market for them, that these times are extraordinary, that the principal consideration under war conditions is to attain results rather than to consider price, and that if after the war the Commission finds the revenues of roads are too large, they can be reduced.



Name	Occupation	Where Employed	Service	Date of Retirement
Michael Ryan	Switchman	Decatur	20-9/12 Yrs.	Sept. 30, 1917
Samuel W. Robertson	Engineman	Memphis	19-4/12 Yrs.	Apr. 30, 1917
Isaac S. Gray	Engineman	Durant	23-1/12 Yrs.	Jan. 31, 1917
Thomas J. Hunt	Trav. Engr.	Jackson	44-8/12 Yrs.	Sept. 30, 1917
J. Alfred Skon	Carpenter	Chicago	35-4/12 Yrs.	July 31, 1917
Peter G. Eich	Engineman	Minonk	44-6/12 Yrs.	Aug. 31, 1917
John P. Reis	Timekeeper	Chicago	34-4/12 Yrs.	Aug. 31, 1917
Luther Backus	Agent	Dixon	34-5/12 Yrs.	Oct. 31, 1917
Samuel P. Munson	Clerk	Mattoon	41 Yrs.	Nov. 30, 1917
Melville B. Willard	Engineman	Centralia	44-7/12 Yrs.	May 31, 1917
Littleton T. Thomas	Car Repair.	McComb	37 Yrs.	Oct. 31, 1917
Carl J. Schrandt	Janitor	Chicago	31-6/12 Yrs.	Nov. 30, 1917
Frank B. Rugg	Engineman	Fort Dodge	34-2/12 Yrs.	Oct. 31, 1917
Irving E. Pushee	Gateman	Chicago	40-11/12 Yrs.	Sept. 30, 1917
Samuel Hudson (Col.)	Sand Dryer	Fulton, Ky.	38-10/12 Yrs.	Oct. 31, 1917



TIMOTHY O'CONNOR.

THE PASSING OF A COMPETENT AND LOYAL EMPLOYEE

MR. TIMOTHY O'CONNOR died at his residence at Ramsey, Ill., at 6:50 p. m., Tuesday, September 25th; his death being due to a most unfortunate accident.

Mr. O'Connor was born in County Kerry, Ireland, August 2, 1850. He came to America in 1875, went direct to Pana, Ill., arriving there April 19th, of that year. He at once entered the service of the Illinois Central Railroad Company as track laborer, and after he had mastered the details of his work was made section foreman, which position he held at the time of his death.

A remarkable thing about Mr. O'Connor's connection with this company was that during his forty-two years service he never took a vacation, and further no accident ever occurred on his section that was in the remotest degree traceable to neglect of duty on his part.

The funeral services were held at St. Joseph's Catholic Church, at Ramsey,

Saturday, September 29th, and his remains were taken to Vandalia, and buried in beautiful South Hill Cemetery.

The funeral party made the journey from Ramsey to Vandalia in a special car furnished by the Illinois Central Railroad Company.

During the funeral hour a remarkable evidence of the esteem in which he was held was demonstrated by the fact that all business houses in Ramsey closed; also the business houses at Vandalia closed while the funeral procession was en route from the depot to the cemetery.

Mr. O'Connor left a wife, one son and four daughters; and to them the management of this company tenders sincere sympathy.

Timothy O'Connor was a man of sterling qualities. His disposition was sunny, and he was loved by all who knew him.

A loving husband and father, a true friend, a loyal and efficient employe. This railroad company can ill afford to lose men of his stamp.

C. E. SPINNER

MR. C. E. SPINNER was born July 17, 1847, in Allentown, Pa., and moved with his parents to Columbus, Indiana, in 1856. Enlisted in the Federal army in 1861 at the age of 14 years, and served three years and ten months in the 33d Infantry, Indiana Volunteers.

Commenced his railroad career in 1865 at Allentown, Pa., with the P. & R. as engine coaler for three months, then to passenger brakeman between Harrisburg, Pa., and New York, on what was then known as the Allentown Short Line. Was later called home to Columbus, Ind., on account of sickness. He then entered the service of the J. M. & I., now the Louisville division of the Pennsylvania, and served with that road in capacity of freight brakeman, switchman, yardmaster, freight conductor and locomotive fireman and engineer.

In 1886 entered service of the N. M.



C. E. SPINNER.

& N. V., now the Illinois Central Railroad, as freight conductor, then as car repairer, until 1907. From that date until the present time, in the supply department at Paducah, Ky. Retired on pension August 1, 1917.

SKETCH OF HARRY L. MOFFETT'S LIFE

The death of Harry L. Moffett, for the past twelve years Trainmaster at Clinton, Illinois, occurred in the John Warner Hospital, Sunday afternoon, October 21, after an illness of several months, with complications and Brights Disease.

Mr. Moffett has been in failing health for the past two years, but continued his duties as Trainmaster up until about one week before his death, when he entered upon an indefinite leave of absence, with the hope of regaining his former good health.

Mr. Moffett passed practically his entire life in the service of the Illinois Central, having entered the service as Switchman, November, 1886 when he was eighteen years of age and was successively promoted to positions as brakeman, fireman, engineer, traveling engineer and trainmaster. He was, through his entire period, a very effi-



H. L. MOFFETT.

cient and conscientious worker for the good of the Illinois Central.

Mr. Moffett was blessed with a sunny disposition which made it easy for him to make friends and to retain such friendship throughout his entire life. This fact was so demonstrated when his remains were laid to rest, inasmuch as one of the largest churches in Clinton, in which the funeral ceremony was pronounced, could not begin to house the friends who were present to pay their last respects to his memory.

Mr. Moffett leaves to mourn his death, his wife and parents, Mr. and Mrs. J. E. Moffett, all of whom reside at Clinton, Ill. In the passing of this gentleman his family has lost a kind and

loving husband and son, his community a respected and honored citizen and his Company an efficient and loyal employe.

L. T. THOMAS.

MR. L. T. THOMAS was born at Winchester, Ill., on October 4, 1847, entered the service of the Illinois Central Railroad Company at McComb, November 1, 1880, as car repairer in which capacity he has served continuously, until October 17, 1917, when he was retired on pension, having attained the age of seventy years.

Mr. Thomas has always been regarded by his employers and co-workers as a competent, conscientious employe, ever mindful of the company's interest and appreciative of even the slightest courtesy shown him.

He has been a contributor to the Hospital Department since its organization, and is at all times loud in his praise of the courteous and efficient service rendered employes who are sick or injured.



L. T. THOMAS.

Contributions from Employees

Loyal Co-operation Between Employes and Railroad Company

By F. H. Hinton, Traveling Engineer, Wisconsin Division

IT is the minor details in railroading, as in every other business, that make profit and loss; little economies mean much in the smallest household or business; how much more do the little savings mean to the railroad employing thousands of people?

Each and every employe working for the Illinois Central should be vitally interested in the Road's welfare, as its welfare and prosperity means their own. So let us ask ourselves if we are doing everything we can, all the time, to promote the welfare of the Road with which our own interests are so closely allied—we may think we are, if we are performing our daily duties to the best of our ability, but if we do only the things we are required to do, we are missing a great many opportunities to better ourselves as well as the interests of this railroad.

The man who works the allotted number of hours may feel he has done all he should do; alrite, perhaps, for the man who is content with his lot, but the man with ambition and push is looking around for opportunities for self-improvement; above all, he will realize that self-improvement is the keynote of all lasting advancement; he will have the faith that says, "I will get ready and perhaps my opportunity will come"—knowing that if he has made himself really competent, even if he does not obtain the desired reward in one place his worth cannot go unrecognized forever.

Therefore, employes working for this railroad should take advantage of every opportunity for self-improvement, looking forward for some way or means to save or improve conditions along their line of work. Practice economy and do not allow employes around you who are negligent or wasteful to continue along those lines without calling their attention to the saving that could be accomplished by being careful and working with the company's interests always in view.

With the conditions that confront us in

this country today, now is the time for every employe to co-operate and co-operate loyally with the management of this railroad; let us bury that spirit of indifference and put forth every bit of energy we have to see that the work we have to perform is done well. In no other way can we render better service than by performing every duty cheerfully, promptly and well. Economize in every way we can and if we do that we are loyal to this Railroad Company as well as to our country.

The price of everything, we all know, has advanced and this naturally imposes a very heavy burden on any railroad and with the tremendous advance in the price of coal and the scarcity of this commodity it is of the utmost importance that extensive measures be adopted to conserve all the fuel we can; practice economy along these lines and use the utmost care to cut down this expense in fuel which, in 1916, was over \$5,000,000 and this year, 1917, estimated at \$8,000,000.

The price of material has advanced and maintenance of equipment is a very large item of expense and this can be reduced very materially by faithfully co-operating with the management of this Company.

Employes having anything to do with the handling of locomotives, cars in yards, or trains enroute on road, should handle them carefully; avoid rough handling, causing damage to equipment and contents, delays to cars and trains. This is not alone an expense to the company in repairing cars, but is a waste of fuel as well. All we have to do is to consider each phase of our work carefully, then endeavor to perform it to the best of our ability—then we are co-operating loyally and saving in the items of expense for repairs and eliminating delays to cars and trains, which is a mighty important factor in the railroad business today.

The management of this railroad has called the attention of employes to the item

of expense for air hose. Last year air hose alone cost this company around \$75,000 and this year the price of air hose, as well as everything else, has gone up. They appeal to us to help reduce this item of expense and we can do this if we will only give the matter earnest attention; if it is necessary to change hose on the road see that old hose is retained and turned in so it can be returned for new hose. I do not know of any other thing that is abused more than air pumps on locomotives and air hose on freight cars. The employe who allows air hose to part automatically is destroying the company's property and I do not think we have any agreement to do this.

The automatic separation of an air hose charged with 70 pounds of air, requires a pull of 550 pounds; now can you imagine what this does to the hose and the train line pipe under the car? If it does not break the pipe at the various fittings it will cause a leak around the threads, also breaks the inner lining of hose and causes hose to be spongy, which can only be repaired with a new hose.

These leaks not alone consume fuel unnecessarily, but, in a great many cases, cause drawbars to be pulled out and possibly derailments for the reason that an engineer cannot do a good job of braking with a leaky train line; he may only get his valve in lap position and the brakes go

on in emergency and the trainmen are thrown from one end of caboose to the other and when they investigate and find two or three drawbars out will say that the old boy done fine—must have put it on with his foot, and the truth of the matter is the "old boy" was not to blame at all. So let us take hold and get interested and take time to part the hose by hand as the management wants us to do and reduce this item of expense.

The close inspection of locomotives and trains at various points enroute is an important factor in finding many of the little things that might develop into big ones and possibly cause an expensive wreck—such as nuts missing from truck box bolts and archbar column bolts, cotter keys missing from brake beam hanger pins, drawbar carrying irons and gib plates and many other things we should look for and repair. The successful man today is the man who has the habit of giving his best efforts to seemingly unimportant things.

I believe we can all do better along the different lines of our work if we will only think and try and I think we owe it to this company, for it is the best railroad in the world to work for; our general officers are all broad minded men and all promoters and we should certainly co-operate with them and not only do our bit, but add our best to it.

"It Is Up to You"

By J. F. W. Haid, Storekeeper, Memphis, Tenn.

The word "ECONOMIZE" is now the watch word of the people and our government and the necessity of quick action on the part of the people is imperative.

With the vast resources of our country one would hardly think that all are called to do their part, but it is true as we must assist our Allies who are unable to produce the many necessities that are needed to bring success to their armies and our boys.

You must take into consideration the many tons of materials that have been destroyed by our enemies and through their madness they have opened the eyes of the eagle, he could hold his peace no longer when he saw the suffering and tortures inflicted upon the innocent women and children.

As he stretched his wings proudly with madness in his eyes, he gave one shriek and his message was "Economize my people and it will not take long to turn the Kaiser's salt to stone and without salt he cannot live and the longer you delay the longer the war."

The management of your family should be economical and your business must be economically conducted. "The loaf that you save may save the life of another," it is worth the effort.

All of the railroads are being pressed for equipment and are doing all they can to aid the government and the people and every pound of waste means unnecessary use of equipment and as an employe of a railroad I wish to make a few suggestions where we may be able to economize for our employer and be of service to our nation.

All of you that work for a railroad cannot deny that day in and day out we walk over the companies' properties and see nuts and bolts dropped here and there. Do you stop to pick it up, or do you let it go to rust? The railroads as a rule are liberal employers and as a rule very few questions are asked when you make application for material. Do you abuse this privilege? Ask yourself that question.

It is easier to use new materials than it is to use old material and at this time and date it is up to you to save all you can, as

all materials have advanced and if you can save your employer the unnecessary expenditure of capital, you should do it for his sake as well as the nation's.

This is what the new material means. Delays in manufacture of government necessities, unnecessary transportation, unnecessary outlay of capital, unnecessary labor in many instances—unnecessary waste to employer and delay to our government in its economic campaign.

The lantern is an item that comes up for consideration—you find the frames in cinder pits and many other obscure corners. Why was it thrown away? You have no right to destroy the property of your employer; still, you throw it away without his consent. "It is so easy to get another," but if you had thought you may have saved your employer quite a little, as the frames can be soldered and straightened, new fountains and globes put into them, and they would be as good as new—that is, as far as the light is concerned.

Then you find the man that has charge of the repairs of the injectors; the injector is reported out of order. It is very easy to put in a new set of tubes, but what does he do with the old ones? I have found sets of tubes in scrap brass that were perfect in every respect after being placed in the acid vat. Could you have used the old ones if you had your employer's interest at heart?

I realize I may be spoken of harshly by some but I feel it is my duty to my employer and the country to attempt to open the eyes of many who know that waste and carelessness is costing millions each year to the railroads.

Then we have the engine that comes in off her run as a fellow would say, "she hangs around so long that she can't get into the roundhouse on her own steam"—and he just throws a "few shovels of coal into the old girl" to get her to make it. You might have saved the coal if you had been on the job. They take the engine to the coal chute to have her tender filled. The man on the job is not there; he fills it too full—and what happens as she rattles down the line? The coal rattles off—it's lost, and the carelessness of so many men in their various occupations is costing their employers as well as delaying the progress of the government in its hour of need.

There are many other places I might mention where we all could save much for our employer and be of assistance to the nation, but a hint to the wise is sufficient and let us hope that every man in the nation will be willing to sacrifice a little for his country and employer and do his part—if not at the front, at home—for his assistance will be the means of bringing our enemies to their knees and through your effort a lasting peace to the world.

Vicksburg National Cemetery

High on the bluffs amid magnolias green
Row upon row, with grass in between;
Are the graves of the soldiers who
peacefully sleep
While mute marble markers their lone
vigils keep.

Columns of granite with bronze tablets
tell
Where each regiment fought and each
leader fell;
To the fourth of July from the first days
of May
Fought soldiers in blue against soldiers
in gray.

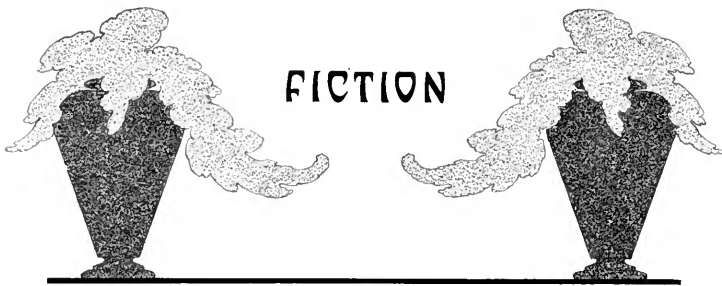
In these very woods, now so solemn and
still
Where late blooms the rose and the shy
daffodil;
Loud cannon thundered, while with shot
and shell

Brothers fought brothers, like demons
from hell.

Down deep in the heart of each veteran's
son
Is buried the sorrow for some dearly
loved one;
Yet God in his infinite mercy above
Has taught us forgiveness, aye taught us
to love.

As into the golden west sinks the sun
from the sky,
Old glory is lowered from her mast on
high,
To my country's one flag, as a worship-
ping lover,
I face to the north, and in reverence un-
cover.

J. WILBUR DODGE,
5340 Cornell Avenue,
Chicago, Ill.



The Hand at the Throttle

By Rev. M. E. Wadeland, St. Ansgar, Ia.

(Copyrighted)

IN the observation car of a Chicago Limited one day, a man who had every reason to feel happy, if one should judge by the general look of prosperity about him, nevertheless seemed to be put out with everything about him, especially the railroad on which he was traveling.

He took care that everybody in the car should be able to hear what he had to say, which was somewhat as follows: "Well, if this is not the worst old ROAD in the country. Now what is that old fool engineer slowing down for? Well, Siree, this beats everything I have ever seen. We are going about as fast as a slow freight down my way. Any old hog train could beat us in and come back to meet us."

The man next to him said: "Well. I would rather be a minute late, and come in in one piece, than to have somebody pick me up in pieces and send me home in a box."

This conversation renewed a desire I had often had to know why many stops and slow-downs are made. I had often felt that the real life in railroading is not in the parlor-car, but up ahead. Like all boys, in youth, I liked to see the wheels go round. As I became a bigger boy, I had often felt the desire to see more of the work of the men that made the wheels go round.

That day I betook myself to the executive offices of one of the Chicago-

Minneapolis lines. After a session with an official who wanted to be shown why the favor should be granted, and after signing some large legal documents which released the company from responsibility for any hurt or harm that might come to me on the trip, I was given the bit of paper which permitted me to make a trip to Minneapolis in the cabs of some of their fastest engines.

Little time was lost in getting to the station, providing for baggage and donning the new jeans and goggles in which the novice was to shine. They did not shine so much at the end of the trip.

On board the first impression is that of the huge size of the present-day locomotives. This is not a new impression, for anyone can get it by standing beside one of these big machines, but former impressions were intensified on noting that the engineer's cab would hold a dozen men without crowding.

A look at the gauge shows a pressure of 190 pounds. Power enough and to spare in that great boiler, especially as the steam is superheated.

A wave of the hand, a pull at the throttle, a rush of steam, the grinding of ponderous wheels—and we are off. Off, eating up distance, devouring space.

Riding up ahead, where there is real life! Say, it was an experience.

Did the engine rock? Yes, but not enough to scare a man who is not habitually timid. Did it feel as if we were

going off the track? Well, I held my breath when we struck the first curve in open country at full speed. The next did not bother so much and other things soon distracted attention from the curves.

Hear those strange sounds? There are so many new things that one does not become conscious of them till long after they are present. Hear the struggle of the engine! It is different from the puffing of the exhaust, the grinding of the drivers, and the clatter of the rails. There is an engine struggle distinct and unmistakable. It sounds almost human. Let your imagination play a little and you no longer wonder that there is a fascination in this work for the men who are in it.

But look. There is a grade crossing of a country road in the distance. A buggy is rapidly approaching. The driver is trying to beat the train. My first thought: "Now we are going to have a race. Hip, hip, hurrah for the winner." My next thought: "What a fool you are. A race, with hundreds of lives behind? What good would it do? Whom would it benefit?"

That fellow in the buggy seems to think that his life and pursuit of happiness depends on his getting to that crossing first. Never a thought has he of what would happen if the horse should shy or something should break, as the buggy strikes the track.

The relative positions and speeds are such that the engineer must either put on reckless speed till he has crossed the road (and there is a curve just beyond—a curve which is built for safe travel only up to a speed of less than he would have to make) or he will have to slow up and make up for lost time by a gradual rise in speed beyond the curve.

Thoughts come very rapidly at such times. We wonder what the engineer is going to do about it. Is he going to negotiate the curve at reckless speed or is he going to accommodate the patent fool ahead? The clear, cool intellect back of the throttle does not seem to wonder. A quick glance at him shows that. He has long ago learned to sup-

press any desire to do sporty but dangerous things. If not, he would not be running that engine.

But he cannot keep the speed we are going at. Somebody must slow up or make better time, otherwise two things will try to occupy the same space at the same time at that crossing, to the sorrow of horse, driver and perhaps train and passengers. Smaller objects have been known to throw a train off the track when so near the sharp curve. Will not that driver stop? Has he no sense? Is it not easier for him to be delayed a moment than to delay a heavy train that is supposed to run on schedule?

No, not he. He is not made that way. He does not even look at the train. The whistle has sounded repeatedly. What does he care? If his horse is scared into a runaway, he will sue the company. If he is killed, the fool's family will come around for a handsome sum. The engineer knows this and he knows that the word of the fool up ahead or his family in court have a tendency to weigh heavy in importance in spite of anything he might be able to say. He also knows the elements of danger and safety and he knows his duty to his passengers and to his company without studying long about it.

There is a movement of the hand on the air-brake valve. There is a decrease in speed and the fool and his horse "cross the wire" in triumphant glory.

Say, can't you hear that fellow, Mr. Grouch, in the parlor car swear at the old, punk Road, where trains almost stop to see the potatoes grow? He is at his old job, working himself into a nervous fit.

The fool driver is safely past. He is happy because he beat the limited. He has accomplished one of the big feats of the country. Next evening at the corner grocery, after being supplied with the pre-determined amount of plug tobacco safely stored in one corner of his mouth, the tale will be retold. He will tell how that engineer pulled the throttle wide open in an effort to beat

his blooded horse. He will tell that the train was running rather down grade and had every advantage as compared with him who had to ascend a low grade at the crossing of the tracks. He will know the number of rods he was from the crossing when the train was almost as close, and a thousand other — — —

But I am dreaming. The hand on the throttle moves again. The train loses no more speed in rounding the curve with its extra demand for power. As the cars straighten out on the track beyond, an extra pull on the throttle soon tells. We whizz along till it makes us catch our breaths, but there is no danger on the rock-balasted, smooth, straight track where even this speed does not make the engine uncomfortable to ride. The next station is reached in time to transact business, get the signal and have wheels moving at the appointed second, Mr. Grouch in the parlor car to the contrary. Some hours afterwards he discovers that his time is off. He sets his watch but keeps right on gouching. Such a little thing as his watch being off must not stop him.

Never a thought does he give to the man ahead, who did not put on head-long speed that might have made the train climb the rails and send his particular bit of humanity to the grave. He never looks back at the end of his journey, at the men in the cab, who not once, but many times during the trip did just the right thing at the right time and in the right way to protect him from harm. Nor does he ever give a thought to the care, forethought and expenditures of great sums of money—greater than Mr. Grouch or his heirs will ever possess—that this particular railroad has spent to make his journey safe and pleasant. The Roads are all "punk," and especially this one, if you will believe what he has to say about it.

By the way, you can meet Mr. Grouch almost on any journey. I cannot describe him, but you will know him if you keep your eyes and ears open.

I met Mr. Grouch last spring at the — wreck in Ohio. The engineer was

killed. When he saw the engineer's dead and mutilated body, he said: "There is the devil of a man who brought about all this muss. Why, Sir, he was going around that curve at seventy miles an hour, I know. I have railroaded long enough to know."

The only railroading he ever did was in a passenger car and the actual speed at time of accident was reported by I. C. C. investigators to have been less than forty-five miles.

To hear him talk on the relief train, you would think all the injured passengers would have perished, were it not for him. The rest of us were too busy helping the injured to have noticed Mr. Grouch before. We did not see him around while we were working. We did not even know that he was on the train till he began telling us all about it.

Later on the porter tells this story: Mr. Grouch was too badly scared to find his clothes. After the first shock was over he yells: "George, say porter, I can't find my trousers. Say, hurry will you. I am cold and I want to get out of this before I burn up alive in this wreck."

A little later: "Hey, George, I can't find my coat and vest. I'll get pneumonia without them. Hurry up, will you?"

The porter was helping an injured lady, just then.

The conductor tells that when he finally did get out, he stood around trying to boss the crew, and was a great nuisance generally.

He was not hurt. His clothes were not torn his dainty skin was not scratched (worse luck) but he slipped on his shirt in such a hurry that he lost one of his cuff-buttons. He put in a claim "for loss and damage to baggage" for fifty dollars for that button and he got away with it. The roads always try to treat passengers liberally as to the loss and damage in wrecks. He told other passengers how he got away with the goods, in a burst of friendship, later in the day.

But we were taking a ride in an

engine, you and I, and I have been day-dreaming again about this Mr. Grouch in the parlor car. Let us try to forget about him. The scenery is more entertaining, but next time you see him, don't listen. Boycott his stories. Freeze his insolence. Stare down his presumption. Turn your back on his braggadocio. It will do him good.

While I have been dreaming, the engine has gained speed till it literally tears along. I say to the fireman: "What are we going so fast for? We don't need this speed to make our mileage to the next station." "Oh, we have a few soft miles up ahead. We can run fast and be safe here, where the track is straight and hard as rock. Up there we have got to remember the lives behind us."

A little later the engineers hand gives a vicious little jerk. "Track getting soft here too," says the fireman. "Water seeping in at the bottom of the grade. All hard as a rock here yesterday."

The winter had been exceptional. Heavy snow covered ground that was hardly frozen. In the spring the ground was soaked through and through with a double overdose of water. Stretches of track that for years had been hard and firm, suddenly softened up. Beds of quicksand, though some distance down, made their presence known. Knowing about this, the engineers did their fast running before such places were reached.

Here we are on the soft track. It is a stretch of over five miles. There is a great reduction in speed. Every muscle of the engineer seems fixed like steel. He is ready to act and act in the twinkling of the eye.

I wonder what Mr. Grouch has to say now. He does not know that every railroad in the middle west is suffering from the same cause. The condition is one which man could not foresee, nor of course remedy before the contingency arose.

The extra speed on hard track has about balanced loss of time and we reach the next station only a minute and a quarter late. This is a division point.

A few minutes are allowed for changing engines and crews. Everybody hurries and the limited pulls out on time.

Boys give each other nicknames. Railroad boys are no exception to the rule. The new engineer is invariably dubbed: "Whistling Billy." He is a good engine driver. He is an old hand at it. He has seen something of life and some incident in the past has impressed upon him that some human life somewhere may at some time be saved if the whistle is clearly heard. So he whistles his way through life. Nobody could mistake those long strong warning blasts. Therefore he will be known as Whistling Billy to the end of his days.

I had not noticed the whistling before, in particular, though the warning blasts were faithfully given by the other men. With Whistling Billy at the throttle nobody could help noticing the whistle. There was a difference. There is a reason for his name. I mentioned the whistling to the fireman when there was an opportunity and he gave the above information about the engineer's nickname.

The country was becoming hilly. The tracks were soon on high grades and soon in deep cuts through the hills. Grade crossings in such country are especially dangerous. Whistling Billy never missed a signal. The whistle blew frequently and it blew deep and strong.

A loud cry from the engineer. The air brake valve jerked to the emergency position. Whistling Billy doubled up in a supreme test of strength in moving the reverse lever of the huge machine. A look ahead. A big touring car on the pilot. A woman's body hurling through the air. A cry of anguish, and it was over.

The driver of that car was the twin brother of the fellow with the blooded horse. He is an automobile driver living in a little city not five miles distant from the place of the accident. He had sold the car and with the customer's wife and daughter in the rear seat, he was teaching the new owner how to run his car. The owner did not yet have confidence

enough in himself to be at the wheel, and this experienced driver who knew every foot of the road in that locality, and who had to confess that he knew about the time of trains also, floated onto the tracks at thirty miles an hour at a point where tracks and road crossed in woods which hindered the engineer from seeing the machine till it was nearly on the tracks; and this driver of a big, silent six touring car had every opportunity of hearing the warning blasts which Whistling Billy had not failed to give.

The driver of that car evidently had

never a thought about the lives for which he was responsible and afterwards he swore that the engineer had not blown the whistle or he would have heard it.

The road paid the heavy damages awarded by the jury. Juries sometimes do those things. It makes them popular with the friends and relatives of the maimed and the killed.

The criminally reckless driver of that car was not scratched either by the train or by any process of law. He even got the price of his car and something for hurt feelings because he did not hear Whistling Billy.

Expenses from the 1st of July 1865 to 31st Dec 1865

	<i>Labor</i>	<i>Materials</i>	<i>Total</i>
1 Building Cars	14,762 91	17,038 01	31,800 92
2 Repairing Cars	12,776 50	19,288 19	32,064 69
3 Repair Buildings	3,910 73	4,833 92	8,744 65
4 Repair Yard Sheds		2,074 85	2,074 85
5 Maint. and Rep. of Wagon	3,249 52	6,389 25	9,638 77
5 Maint. of Wagon Tires	1,241 49	4,803 00	6,044 49
7 Shop Tires	3,486 64	5,419 71	8,906 35
8 Maint. Water Stations	2,419 48	2,738 13	5,157 61
9 Conductors' Travel	3,693 30	6,363 58	10,056 88
10 Repair of Engines	22,204 92	5,358 07	27,562 99
11 Repairs of Engines	13,032 61	6,863 32	19,895 93
12 Repair of Tires		104 80	104 80
13 Repair Engine Tires		20 50	20 50
14 Use of Office		704 23	704 23
15 Less Banker's Charge		771 52	771 52
16 No. No. Salary	1,215 00		1,215 00
	<u>81,966 05</u>	<u>82,441 08</u>	<u>164,407 13</u>

*Presented to Mr. E. J. Foley
By Geo. Martin
Employee of the I.C. RR
11/12/1914*

Of course it was Whistling Billy's fault. It could be no otherwise; but three men in that cab knew better and Whistling Billy is running trains for that road yet.

At dusk we suddenly see a figure on the track. It is a young boy gesticulating. That ever ready hand moves again. Sand flows to help make a quick stop. Sparks fly and a little imp of a boy jumps aside and makes his get-away, making faces at the engineer. He knows the sparks will fly from stopping wheels. He likes to see it. He knows the engineer will do his best to bring the train to a standstill and so he remains on the track till the train is quite close. It is an old trick of his. He is at it whenever he is safe from being caught. If harm comes to him any evening, the Road will have been guilty of gross carelessness and outraged public opinion will demand heavy damages and the discharge of the man at the throttle.

Were there time I could say something about the fireman's work. How mani-

fold his duties. How he keeps a lookout on his side of the cab and in general contributes to the safety of railway travel.

Lest anyone say this was a test exhibition because there was a visitor in the cab, notice such things as slowdowns and spurts of speed next time you travel, and be convinced that such things happen every day in the year.

These little things speak of men with hearts strong and true who think quickly and act carefully for your safe arrival home. These things speak of a railroad management that has studied the details of safe travel and has put into the balance every effort to bring you to your journey's end on time, safe and happy.

To tell of the funny things that happened will be left until another time, but the old gentleman in a long Prince-Albert coat who lost his silk hat, his false teeth, and a part of his dignity, when he saw a preacher in the cab as we were pulling into M—will know one of them.

1866		Expenses for the Month January 1866.			
		Wages	Materials	Total	
Jan	31	Building Cars	4848 38	2675 74	7524 12
		Repairing Cars	3197 91	1975 32	5173 23
		Repairing Station Buildings	1130 55	561 11	1691 66
		Repairing Yards & Streets	291 91	664 38	956 29
		Steam of Way	1663 14	863 78	2526 89
		Steam of Way Ties	239 41	117 20	356 61
		Shop Ties & Repair same	1356 29	261 75	1618 04
		Wood Shop & Water Stations	561 21	1038 75	1619 96
		Conducting Transportation	2014 62	1311 93	3326 55
		Repairs to Engines	1800 54	1763 70	3564 24
		Running Engines	4730 34	573 73	5304 07
		Coal Water	82 04		82 04
			<u>126946 34</u>	<u>11969 38</u>	<u>138915 72</u>
					Total Expenses \$138,915.72



Now Employees may become stockholders in the Illinois Central R.R. on the installment plan.

For the information of employees desiring to acquire stock in the Illinois Central R.R., we quote below from the Circular issued by the President May 25th 1896, addressed to officers and employes:

The price to be quoted for which applications will be accepted for purchase of J. C. Stock is based upon the market price on the day the application is received in Comptrolers office... An employe is offered the privilege of subscribing for one share at a time, payable by installments in sums of \$5⁰⁰ or any multiple of \$5⁰⁰, on the completion of which the Company will deliver to him a certificate of the share registered in his name on the books of the Company. He can then, if he wishes, begin the purchase of another share on the installment plan. The certificate of stock is transferable on the Company's books, and entitles the owner to such dividends as may be declared by the Board of Directors, and to a vote in their election.

Any officer or employe making payments on this plan will be entitled to receive interest on his deposits, at the rate of four per cent per annum, during the time he is paying for his share of stock, provided he does not allow twelve consecutive months to elapse without making any payment, at the expiration of which period interest will cease to accrue, and the sum at his credit will be returned to him on his application therefor.

Any officer or employe making payments on the foregoing plan, and for any reason desiring to discontinue them, can have his money returned to him with accrued

interest, by making application to the head of the department in which he is employed.

An employe, who has made application for a share of stock on the installment plan, is expected to make the first payment from the first wages which may be due him. Forms are provided for the purpose, on which the subscribing employe authorizes the Local Treasurer in Chicago, or the Local Treasurer in New Orleans, or the Paymaster or the Assistant Paymaster to retain from his wages the amount of installment to be credited monthly to the employe for the purchase of a share of stock.

In case an employe leaves the service of the Company from any cause, he must then either pay in full for the share for which he has subscribed, and receive a certificate therefor, or take his money with the interest which has accrued.

The foregoing does not preclude the purchase of shares of stock for cash. An employe who has not already an outstanding application for a share of stock on the installment plan, which is not fully paid for, can in any given month make application for a share of stock for cash at the price quoted to employes for that month, and he can in the same month, if he so desires, make application for another share on the installment plan.

Employes who want to purchase more than one share at a time for cash, should address the Comptroller in Chicago, who will obtain for them the price at which the stock can be purchased.

Any employe desiring to purchase stock (except in special purchase of more than one share for cash) should apply to his immediate superior officer, or to one of the Local Treasurers by filling in the following coupon:

Mr. O. F. Nau, Date.....
Local Treasurer,
Chicago Ill.

Will you please send me an application blank for the purchase of I. C. Stock on the installment plan.

Signed.....
Employed as.....
..... -At Station.....



LOCAL TALENT and EXCHANGES



DON'T BE A KNOCKER.

By A. A. Nankivell.

Are you my brother, one of those
Who puts his scrawny little nose
Into everyone's business,
Wherever he goes?
Do you take mean delight,
(When you know it's not right)
In "knocking" a feller
'Till your heart's tough as leather?

I have known of such folk,
And today they're afloat,
Ever trying to tip
Some other guy's boat;
And by knocking and kicking,
And splashing and balking,
They are not aware
That the system they're blocking.

The world gets to know
Such people as these,
And when they come near,
The lemon they squeeze;
As they're taking no chances
On such troublesome glances,
For they know sure as night,
That their name they will blight.

Then let it be known,
As the Bible has shown,
You should love your neighbor
Same as those in your home;
And the only one trusted
In this "knocking" art,
Is the Saviour of men,
Who has a large heart,
And knocks at men's heart doors
That He may come in,
To deliver their lives
From the burden of sin.

OBEYING ORDERS

A certain English foreman in one of the Kensington textile factories is in the habit of having an apprentice heat his luncheon for him. The other day he called a new apprentice.

"Go downstairs and 'eat up my lunch for me," ordered the foreman.

The boy, a typical young American, with no knowledge of cockney English, obeyed with alacrity. He was hungry.

Ten minutes later the foreman came down. He was also hungry.

"Where's my lunch?" he demanded.

The boy gazed at him in amazement.

"You told me to eat it up—and I ate it," he stated.

"I didn't tell you to heat it up!" roared the irate foreman. "I told you to 'eat it up."

"Well, I didn't heat it up," maintained the youngster, stoutly. "I ate it cold."—*Youth's Companion.*

DO AS HE WAS DONE BY

The goose had been carved and everybody had tasted it. It was excellent. The negro minister, who was the guest of honor, could not restrain his enthusiasm.

"Dat's as fine a goose as I evah see, Pruddah William," he said to his host. "Whar did you git such a fine goose?"

"Well, now, Pahson," replied the carver of the goose, exhibiting great dignity and reticence. "when you preaches a speshul good sermon I never axes you whar you got it. I hopes you will show me the same consideration."—*Ex.*

AN ELUSIVE STAIRWAY.

An old German was on the witness stand the other day and a lawyer was cross-examining him as to the position of the door, window, and so forth in a house where a crime had been committed.

"And now, sir," queried the lawyer, "kindly describe to the court just how the stairs run in that house."

The old man looked dazed and scratched his head for a few minutes. "How the stairs run?" he repeated.

"Yes, if you please, how the stairs run," said the lawyer.

"Well," ventured the witness slowly, "ven I am oopstairs they run down, and ven I am downstairs they run oop."—*Ex.*

HE'D FIX 'EM

An attorney who was a daily passenger on a remote Western railroad had a row with the conductor one morning. When the row was over the passenger turned to a friend and in an audible tone remarked: "Well, this road will never see another cent of my money after today."

The conductor, who was collecting tickets across the aisle, glanced over and snarled: "What'll you do? Walk?"

"Oh, no," replied the attorney, pleasantly. "I'll stop buying tickets and pay my fare to you."—*St. Louis Republic.*

ONE MORE BUMP NEEDED

Phrenologist (enthusiastically) — "Why, sir, your bump of veneration is the greatest I have ever seen. Such a bump should make you a bishop."

Delighted Subject.—"Is that so? Well, I'll get Paddy Nolan to give me another whack in the same place, and I'll be an archbishop at once!"

CAN'T DODGE 'EM.

"Don't you find it hard these times to meet expenses?"

"Hard?" Man alive, I meet expenses at every turn."—*Boston Transcript.*

SOME DOUBT ABOUT IT

"Mamma, is papa goin' to die an' go to heaven?"

"Why, Willie, what put such an absurd idea into your head?"

THE AWFUL TRUTH

Inquiring Lady—"How much milk does your cow give a day?"

Truthful Boy—" 'Bout eight quarts, lady."

Inquiring Lady—"And how much of that do you sell?"

Truthful Boy—" 'Bout twelve quarts, lady."

BASE INGRATITUDE.

A Scottish minister was one day talking to one of his parishioners who ventured the opinion that ministers ought to be better paid.

"I am glad to hear you say that," said the minister. "I'm pleased that you think so much of the clergy. And so you think we should have larger pay?"

"Aye," said the old man, "then we'd get a better class o' men."—*Pittsburg Chronicle.*

CAUGHT

"I say, who was here with you last night?"

"Only Myrtle, father."

"Well, tell Myrtle that she left her pipe on the piano."—*Argowan.*

"Come, come, Triggers," snapped the instructor as the recruit shot wide of the mark, "I don't believe you could hit a furniture van."

"Well, you needn't say anything," retorted Triggers; "you missed a train yesterday."—*Boston Transcript.*

Mae—Are you knitting for the soldiers?

Fae—O, yes, the loveliest light blue sweater, which none of them can fail to admire when they see me with it on.—*Philadelphia Bulletin.*

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

ILLINOIS DIVISION

During October the following gatekeepers lifted commutation tickets account having expired or being in improper hands: Daisy Emery, Zella Mills.

Conductor D. S. Wiegel, on train No. 2, October 25, declined to honor card ticket account having expired and collected cash

fare. Passenger was referred to passenger department for refund on ticket.

ST. LOUIS DIVISION

Conductor Ed. Whalin, on train No. 205, October 27, lifted mileage book account being in improper hands and collected cash fare.

MISSISSIPPI DIVISION

Conductor R. F. Cathey, on train No. 6, October 28, declined to honor mileage book account having expired and collected cash fare.

LOUISIANA DIVISION

Conductor R. E. McInturff, on train No. 35, October 14, lifted 30 trip family ticket account having expired and collected cash fare.

On train No. 35, October 20, he declined to honor card ticket account having ex-

pired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. S. Sharp, on train No. 313, October 11, lifted employe's term pass account identification slip Form 1572 having expired. Passenger purchased transportation to cover trip.

NEW ORLEANS DIVISION

Conductor Chas. E. Gore, on train No. 34, October 20, lifted 30 trip family ticket account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Illinois Division.

Conductor Maxfield, extra 1573 south, has been commended for discovering and reporting I. C. 95857 with no light weight stencilled on same. Arrangements were made to have car restencilled.

Conductor C. H. Flora, Train 58, Oct. 26, has been commended for discovering and reporting Big Four 69244 with no number. Arrangements were made to have car stencilled.

Conductor Chas. Wildman, extra 1573 South, October 27, has been commended for discovering and reporting I. C. 108245 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor C. H. Norman, extra 1753, October 24, has been commended for discovering and reporting I. C. 118581 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor I. G. Bash, extra 1693, November 3, has been commended for discovering and reporting I. C. 85872 with no light weight stencilled on car. Arrangements were made to have car stencilled.

Conductor George Lindsay, extra 1645, November 7, has been commended for discovering and reporting I. C. 91633 and I. C. 85164 without light weight stencilled on cars. Arrangements were made to have cars stencilled.

Conductor J. J. Monahan, extra north, November 8, has been commended for discovering and reporting I. C. 56637 with no light weight stencilled on either side of car. Arrangements were made to have car stencilled.

Conductor C. H. Calahau, extra 1649, November 23, has been commended for discovering and reporting I. C. 118911 without light weight stencilled on either side. Arrangements were made to have car stencilled.

Conductor C. Squires has been commended for discovering and reporting three cars with no light weight stencilled on same. Arrangements were made to have cars stencilled. He also discovered and reported three cars with end gates gone.

Agent C. E. O'Key has been commended

for discovering and reporting car with bottom dump open passing his station in Extra 1673 north, October 24.

Section Laborer George Platis has been commended for discovering and reporting brake beam dragging on train No. 51, November 3. Train was stopped and brake beam removed. This action undoubtedly prevented possible accident.

Brakesman Jess Stevens has been commended for going from Hayes Hill to Hayes to notify Dispatcher on failure of Engine 1650, thereby avoiding delay to train No. 4.

Section Foreman Ira Shrider has been commended for discovering and reporting brake evener down on C. O. & L. 10080 while passing train 55, November 2, about one mile south of Mattoon. This action undoubtedly prevented possible accident.

Engineer C. Jenkins has been commended for discovering broken rail on house track at Chebanse, train No. 91, November 1, and promptly reporting same, thereby eliminating possible cause of an accident.

Flagman D. G. Grimsley, train No. 1, November 2, has been commended for assisting passenger to locate mileage coupons.

Brakeman C. E. Slagley, train No. 71, November 10, has been commended for discovering defective wheel on train 54, and advising dispatcher of same, thereby eliminating possible cause of an accident.

Conductor J. Conlon has been commended for discovering and reporting broken arch bar on C. R. I. & P. 33761. This action undoubtedly prevented possible accident.

Springfield Division

Conductor H. Burkhardt, Springfield, Ill., has been commended for discovering brake rigging down on I. C. 36053, train 54, in charge of Conductor Daniels, October 25, passing through Marine. Train was stopped, brake rigging was removed, thereby eliminating possible cause of an accident.

Conductor C. S. Steger, Clinton District, has been commended for his efforts in conserving equipment, as shown as follows: I. C. 45920 car on 195, November 17, made empty and set out at Mowequa. S. A. L. 24033 and M. C. 95826 cars on 196, November 19, transferred and made through cars, saving a 48 hour delay at Decatur.

Switchman J. O. Finnegan, Decatur, Ill., has been commended for discovering and repairing badly broken rail near the water works track, South Junction. This action undoubtedly prevented possible accident.

Towerman D. Duke, Springfield, Ill., has been commended for discovering and reporting broken rail south of East Grand Avenue, November 1. This action prevented possible accident.

Section Foreman Charles Hurt, Clinton, Ill., has been commended for discovering

broken arch bar on I. C. 110932, train extra 1610, November 10, and notifying crew, who set car out, thereby preventing possible accident.

Fireman H. F. Horn, Clinton, Ill., has been commended for discovering wheels sliding on car in train extra 1541, leaving Clinton, November 18, and calling dispatcher by telephone in order that train could be stopped. This action undoubtedly prevented possible accident.

Section Foreman J. Leach, Hanson, Ill., has been commended for discovering brake rod dragging while train 164, in charge of Conductor Boyle, November 3, passing two miles north of Hanson, and flagging train, which was stopped and rod removed, thereby preventing possible accident.

Brakeman R. O. Bratcher, Clinton, Ill., extra 1557, October 30, has been commended for discovering loose wheel on I. C. 140847 in train 156 passing your train at Emery. Train 156 was stopped and set out in order to prevent accident.

Brakeman Earl Banks, Clinton, Ill., train

171, November 3, has been commended for discovering S. R. L. 13269 with swing beam broken while inspecting train at Shobonier. Car was set out in order that repairs could be made, thereby preventing possible accident.

Brakeman Maroe Evans, Clinton, Ill., has been commended for volunteering to fire engine 1054 from Alhambra to East St. Louis, November 8, when hours of service law made it necessary for Traveling Engineer Turlay to relieve fireman at Alhambra.

Memphis Division

Lineman Wm. Koenig, Jackson, Miss., has been commended for discovering and reporting broken angle bar leaving the ends of rails standing in way to cause derailment. This action undoubtedly prevented possible accident.

Operator W. H. Norman, Lula, Miss., has been commended for discovering and reporting broken rail south of depot after train 59 passed, November 15. Section foreman made repairs, thereby removing possible cause of an accident.

Division News

MINNESOTA DIVISION

Fuel demonstration cars in charge of Mr. J. W. Dodge and Mr. O. L. Lindrew stopped over at Dubuque, November 1st and 2nd. Classes were conducted twice daily and were well attended, seventy-two being present at one meeting. Messrs. Dodge and Lindrew expressed their appreciation of the large attendance and considered it one of the largest classes they have had.

A Minnesota Division staff meeting was held at the division superintendent's office at Dubuque on October 29th. Mr. G. J. Congdon of Mr. McPike's office, Chicago, and Mr. Titus of auditor of disbursement's office, Chicago, were in attendance in addition to the division staff and traffic department officials in this territory.

Mr. E. C. Russell has been appointed assistant chief dispatcher at Dubuque, succeeding T. J. Russell, who has been assigned to other duties.

Mr. B. F. Williams, has been appointed agent at Dubuque effective November 16th, succeeding Mr. W. B. Sievers. Mr. William's wife and son will join him

soon. Mr. Sievers has accepted a position in the office of superintendent of freight service J. L. East at Chicago.

Mr. H. O. Dahl, formerly general yard master at Dubuque, has been promoted to general yard master at Waterloo. Mr. Dahl is succeeded at Dubuque by Mr. J. E. Nihlean.

Miss Esther McLaughlin, train master's clerk at Dubuque, is spending a two weeks vacation with relatives and friends in Chicago and Carbondale, Ill.

The death of E. L. Hall, known to hundreds of Illinois Central Employees as "Tad" Hall, is mourned by scores of friends in Dubuque. Mr. Hall was born in Catskill, N. Y., February 22nd, 1846. He was one of the oldest employes of the Illinois Central and was retired three years ago after forty-eight years of serv-

Free to Our Readers

Write Murine Eye Remedy Co., Chicago, for 48-page Illustrated Eye Book Free. Write all about Your Eye Trouble and they will advise as to the Proper Application of the Murine Eye Remedies in Your Special Case. Your Druggist will tell you that Murine Relieves Sore Eyes, Strengthens Weak Eyes. Doesn't Smart, Soothes Eye Pain, and sells for 50c. Try It in Your Eyes and in Baby's Eyes for Scaly Eyelids and Granulation.

ice in the capacity of brakeman, conductor, switchman, yard master, and for fifteen years before he was retired, as crossing watchman at Dubuque. His faithfulness and length of service was rewarded by placing him on the pension roll.

"Tad" was a friend of all who knew him and perhaps few men in the city had as many friends as he. He was a veteran of the civil war and was a member of Hyde Clark Post.

The funeral took place from the home of his nephew, E. C. Hall, 1904 Couler avenue, to St. Mary's church, Wednesday morning, November 21st, at nine o'clock with burial at Linwood cemetery.

Colon Thomas, engineer on Minnesota division, recently returned from a honeymoon trip to New York.

The office force of the master mechanic's office at Waterloo have purchased a service flag to be hung in their office. This flag will contain a star for

each employe who has entered military service from the mechanical department. The flag now contains twelve stars.

Shop employes at Waterloo showed their patriotism by subscribing liberally to the Second Liberty Loan. Five thousand eight hundred dollars was subscribed.

Robert Mc Laren, former stenographer in master mechanic's office, is now serving as field clerk with General Pershing in France.

Several changes have taken place in the master mechanic's office in the past few weeks. They are as follows: Walter Larsen, accountant, joined the National Guards and his place is being filled by J. L. McDowell. Willis Egan has been employed as roundhouse timekeeper to succeed A. W. Zeisiness, who has been promoted to outside timekeeper. Miss Beryl Smith, has been employed as stenographer to succeed Reginald Carr, who resigned. Charles C. Harper, accountant entered training camp for officers at Fort Snelling, and his place is being filled by L. E. Schulte.

Vicksburg Division

Since the last issue of the magazine, chief clerk to superintendent, Mr. S. Simmons, became the proud father of a girl. Congratulations.

Engineer maintenance-of-way, Mr. A. F. Blaess, made a trip over the Vicksburg division during the month of November.

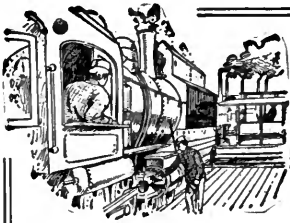
Mr. C. A. Cadenhead is acting time keeper in place of N. T. Buck, who has been working for Mr. Clift on special work in connection with Form 1.

Mr. L. W. Olin, former tonnage clerk was awarded the position as second assistant accountant, vice Mr. C. D. Newell, resigned.

Mr. N. B. Dennis is filling position as tonnage clerk, made vacant by Mr. Olin, and appears to be getting along nicely.

Miss Ella Suzetta Buehler, was promoted to position as stenographer in place of Mrs. D. H. Smith, who resigned to leave for the "north" to accept position at Youngston, Ohio.

Chief Accountant M. P. Massey and Accountant B. F. Simmons, will attend



**Railway
Employes
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

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and Granulation.

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Chicago, will mail Book of
the Eye Free upon request.




the accountant's meeting at Memphis, November 21st. They always seem to enjoy these meetings immensely, as well as derive a great deal of good from them.

It is with much regret that we learned of the death of ticket Agent G. A. Hopkin's father and mother, in Tennessee, who died within a few days time of each other.

Mr. W. J. Powers, has accepted position as crossing flagman, at Washington Avenue, Greenville,

At about 8:00 a. m., November 20th, our chief dispatcher's little girl, "Lady Bettie" was painfully injured at "East End" Greenville, while riding her bicycle being struck by a Ford automobile, rendering her unconscious for about an hour. The Ford was owned and being driven by Mr. G. G. Council. All the many friends of Mr. and Mrs. Chandler hope for a speedy recovery of Lady Bettie.

Mr. J. O. Thompson, assistant store-keeper at Vicksburg, paid a visit to the office force at Greenville on their inventory trip.



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South Bend Watches are guaranteed to meet the requirements of the road you now work for, and of any road to which you may transfer within the next five years. There's protection that's as good as a bond.

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SOUTH BEND WATCH CO.

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South Bend Watches

Section Foreman H. C. Porter, has accepted position as clerk at Rolling Fork with agent L. M. Elliott.

Conductor Milton Duncan, has accepted the position as train master at "Kings Dirt Pit." We believe he will do the work to the satisfaction of all concerned.

Rodman E. G. Jones has taken unto himself a "better half" since the last write-up of division news; and from all appearances is behaving himself, and enjoying life.

Ignace F. Layocong, former supervisor's clerk, has accepted position as train master's clerk.

Conductor Tom Hyer, has taken the Cleveland-Greenville Accomodation, relieving Conductor C. B. Garner.

Business in general is good on the Vicksburg division; more cotton in the country than the gins and compressor can take care of. The best business in the history of the division.

INDIANA DIVISION

Superintendent H. J. Roth, held three successive agent's meetings the last few Sundays, the first one at Evansville Oct. 28th, at which agents from Mattoon to Evansville inclusive were present; at Bloomington, Ind., Nov. 4th (agents on Indianapolis district) and at Peoria, Ill. Nov. 11th (agents Mattoon to Peoria inclusive). The agents were well represented at these meetings, there being the full number present, with but one or two exceptions; a number of train yard and engine-men also attended, and members of the traffic department; also outside interests were represented.

Various subjects were dealt with, the loss and damage feature receiving special attention; the conservation of cars and other subjects in connection with the condition of our country, were dwelt upon, and various matters of local interest were discussed freely among those present.

At Evansville, Ind., Mr. J. C. Keller, traffic manager of the Evansville Chamber of Commerce and secretary of The Evansville Manufacturers' Association, addressed those in attendance, speaking

on the relation between railroads and shippers.

At Bloomington, Ind., Mr. C. Richmond from Mr. East's office, Chicago, furnished some very interesting statistical figures pertaining to loss and damage. Mr. H. P. Radley, vice-president of the Stone Company at Bloomington, Ind., made a nice talk, principally on treatment of the public by agents of railroads, from the standpoint of the outsider.

At Peoria, Ill., F. B. Sherwood, auditor of freight receipts, Chicago, also Mr. Thompson of that office, made interesting talks, giving some valuable information pertaining to that department. Superintendent J. M. Baths, of the P. & P. U. R. R., at Peoria, was also present and made a pleasing talk.

Much interest was manifested at all three of these meetings and it is expected that good results will be forthcoming.

Some of the members of the superintendent's office force at Mattoon have decided to take lots of "outdoor exercise," judging from the many miles they are covering these days in pursuit of rabbit and quail. Some have been less fortunate than others.

Dispatcher E. C. Russell has accepted the position of assistant chief dispatcher on Minnesota Division; he is succeeded by C. A. Wallace from New Orleans division.

Chairman A. B. Cameron in roadway department, has been promoted to rodman on the new mechanical facilities' work at Mattoon. D. D. Farmer from Fulton, Ky. now occupies the position of chairman.

Miss Edna Riggs, stenographer in the superintendent's office for the last three years, has accepted a position in the general superintendent transportation's office, Chicago. Miss Essie Reams has taken the place made vacant by Miss Riggs.

On Nov. 27th, Mr. W. A. Yoder of the loss and damage department begins a check of all Indiana division stations; at the same time, Mr. W. M. Calahan will check all yards and outbound loading at the larger transfer platforms.

Relief for Sensitive Feet

Mayer Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

Mayer Honorbilt CUSHION SHOES

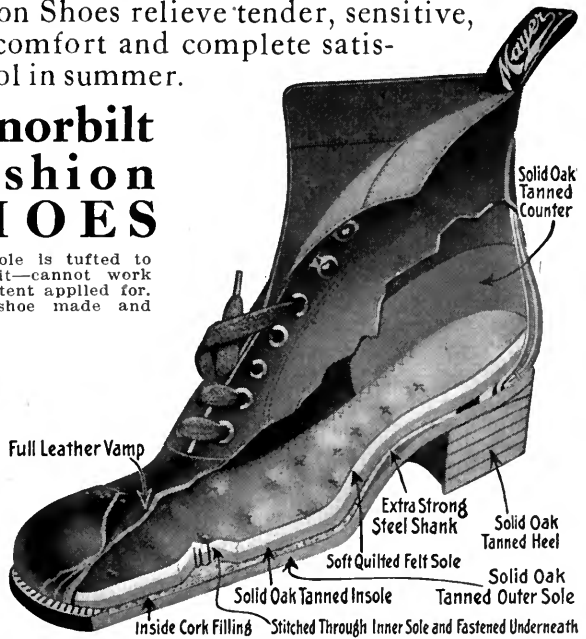
Note substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up-to-date in style.



CAUTION—Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name Mayer and trademark stamped in the sole.

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F. Mayer Boot & Shoe Co.
Milwaukee, Wis.



Miss Gustafson, of the dispatchers' office has decided hereafter when she wants a window raised or lowered, she will gladly accept the assistance of some of the masculine gender of said office, as she received a painful injury a few days ago, when her hand was caught between the upper and lower window, mashing three fingers and requiring the attention of a physician.

The telephone gang is expected to arrive in the next few days to commence work on dispatchers' telephone circuit between Mattoon and Indianapolis.

Mr. C. R. Wood, assistant accountant in master mechanic's office, spent three days in Gary, Ind., and Chicago, Ill., visiting friends.

Mr. G. L. Hampson, safety appliance inspector at Mattoon shops, and wife have just returned from two weeks visit in Newark, N. J., and Orange N. J., visiting relatives of Mr. Hampson whom he has not seen for 40 years, and reports a very enjoyable trip.

The new round house at Effingham, Ill., was put in operation, Monday Nov. 26th.

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ILLINOIS CENTRAL MAGAZINE

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JAN 25 1918



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January 1918

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Low Freight rates.

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Courteous Agents

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Occupation

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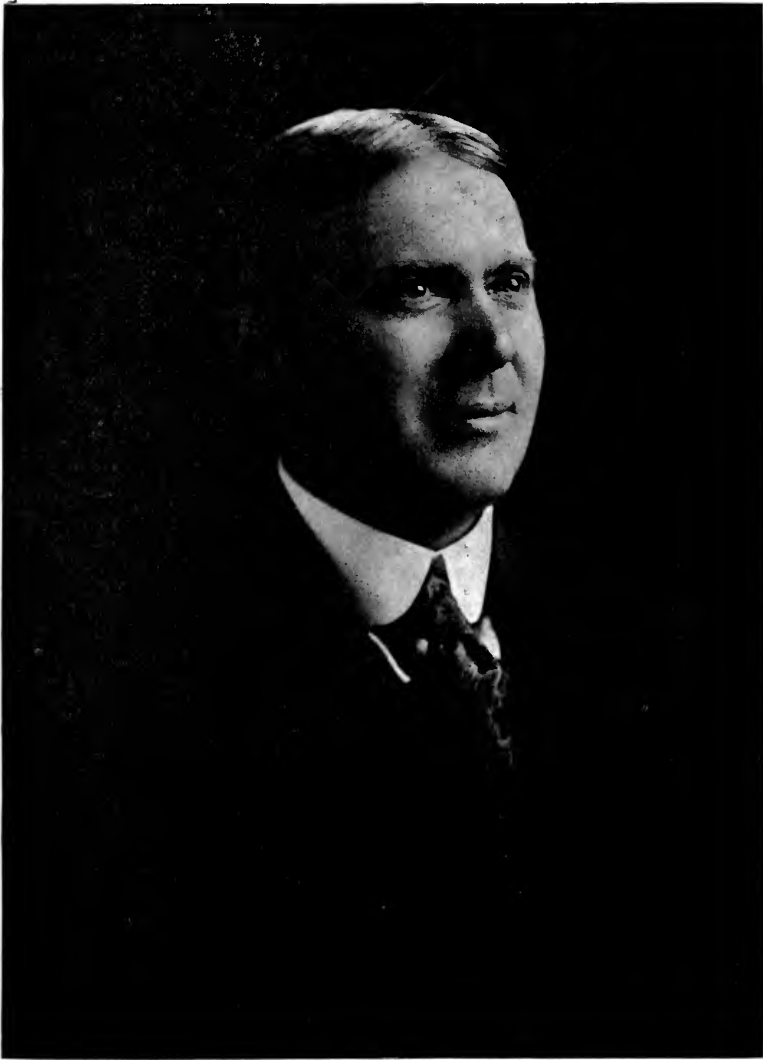
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MARK FENTON
Assistant General Development Agent

ENTERED service of the Illinois Central Railroad in September, 1890, as station clerk at New Hartford, Iowa. Worked as telegraph operator in Iowa until December, 1893, at which time was appointed station agent, working in that capacity at various points in Iowa and Illinois. March, 1904, appointed agent at Madison, Wis. December 17, 1906, promoted to Traveling Freight Agent, headquarters Bloomington, Ill.; October 21, 1909, Traveling Industrial Agent, Chicago, and June 16, 1917, Assistant General Development Agent, Memphis.

ILLINOIS CENTRAL Magazine

Vol. 6

JANUARY, 1918

No. 7



Illinois Central Railroad Company The Yazoo & Mississippi Valley Railroad Company

CHICAGO, December 29th, 1917.

To All Officers and Employes:

President Wilson's proclamation bringing all the transportation systems of the United States under government control at 12:00 o'clock noon of December 28, 1917, appears herein.

THE NEED OF THE HOUR IS INCREASED MOVEMENT OF TRAF-
FIC. I have promised our government the fullest co-operation and support of
the entire organizations of the Illinois Central and The Yazoo & Mississippi
Valley Railroads, and I am confidently counting on each and every one of you
to do your best in obtaining that measure of efficiency so absolutely essential
to the successful conduct of the war and the needs of general commerce.



President

A Proclamation

By the President of the United States of America

"Whereas, The Congress of the United States, in the exercise of the constitu-
tional authority vested in them, by joint resolution of the Senate and House of
Representatives, bearing date April 6, 1917, resolved:

"That the state of war between the United States and the imperial German government, which has thus been thrust upon the United States, is hereby formally declared; and that the President be, and he is hereby authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial German government; and to bring the conflict to a successful termination, all of the resources of the country are hereby pledged by the Congress of the United States.

"And by joint resolution bearing date of Dec. 7, 1917, resolved:

"That a state of war is hereby declared to exist between the United States of America and the imperial and royal Austro-Hungarian government; and that the President be, and he is hereby authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial and royal Austro-Hungarian government; and to bring the conflict to a successful termination all the resources of the country are hereby pledged by the Congress of the United States.

"And whereas, it is provided by section 1 of the act approved Aug. 29, 1916, entitled 'An act making appropriations for the support of the army for the fiscal year ending June 30, 1917, and for other purposes,' as follows:

"The President, in time of war, is empowered, through the Secretary of War, to take possession and assume control of any system or systems of transportation, or any part thereof, and to utilize the same, to the exclusion, as far as may be necessary, of all other traffic thereon, for the transfer or transportation of troops, war material and equipment or for such other purposes connected with the emergency as may be needful or desirable.

"And, whereas, it has now become necessary, in the national defense, to take possession and assume control of certain systems of transportation and to utilize the same, to the exclusion as far as may be necessary of other than war traffic thereon, for the transportation of troops, war material and equipment therefor, and for other needful and desirable purposes connected with the prosecution of the war;

"Now, therefore, I, Woodrow Wilson, President of the United States, under and by virtue of the powers vested in me by the foregoing resolutions and statute, and by virtue of all other powers thereto me enabling, do hereby, through Newton D. Baker, Secretary of War, take possession and assume control at 12 o'clock noon on the 28th day of December, 1917, of each and every system of transportation and the appurtenances thereof located wholly or in part within the boundaries of the continental United States and consisting of railroads, and owned or controlled systems of coastwise and inland transportation, engaged in general transportation, whether operated by steam, or by electric power, including also terminals, terminal companies and terminal associations, sleeping and parlor cars, private cars and private car lines, elevators, warehouses, telegraph and telephone lines and all other equipment and appurtenances commonly used upon or operated as a part of such rail or combined rail and water systems of transportation—to the end that such systems of transportation be utilized for the transfer and transportation of troops, war materials and equipment, to the exclusion, so far as may be necessary, of all other traffic thereon; and that so far as such exclusive use be not necessary or desirable, such systems of transportation be operated and utilized in the performance of such other services as the national interest may require and of the usual and ordinary business and duties of common carriers.

"It is hereby directed that the possession, control, operation and utilization of such transportation systems hereby by me undertaken shall be exercised by and through William G. McAdoo, who is hereby appointed and designated director general of railroads.

"Said director may perform the duties imposed upon him so long and to such extent as he shall determine, through the boards of directors, receivers, officers and employes of said systems of transportation.

"Until and except so far as said director shall from time to time by general or special orders otherwise provide, the boards of directors, receivers, officers and employes of the various transportation systems shall continue the operation thereof in the usual and ordinary course of the business of common carriers in the names of their respective companies.

"Until and except so far as said director shall, from time to time, otherwise by general or special orders, determine, such systems of transportation shall remain subject to all statutes and orders of the regulating commissions of the various states in which said systems or any part thereof may be situated. But any orders, general or special, hereafter made by said director shall have paramount authority and be obeyed as such.

"Nothing herein shall be construed as now affecting the possession, operation and control of street electric passenger railways, including railways commonly called interurbans, whether such railways be or be not owned or controlled by such railroad companies or systems.

"By subsequent order and proclamation, if and when it shall be found necessary or desirable, possession, control or operation may be taken of all or any part of such street railway systems, including subways and tunnels; and by subsequent order and proclamation, possession, control, and operation in whole or in part may also be relinquished to the owners thereof of any part of the railroad system or rail and water systems, possession and control of which are hereby assumed.

"The director shall, as soon as may be after having assumed such possession and control, enter upon negotiations with the several companies looking to agreements for just and reasonable compensation for the possession, use and control of their respective properties on the basis of an annual guaranteed compensation, above accruing depreciation and the maintenance of their properties, equivalent as nearly as may be to the average of the net operating income thereof for the three-year period ending June 30, 1917—the results of such negotiations to be reported to me for such action as may be appropriate and lawful.

"But nothing herein contained, expressed, or implied, or hereafter done or suffered hereunder, shall be deemed in any way to impair the rights of the stockholders, bondholders, creditors and other persons having interests in said systems of transportation or in the profits thereof, to receive just and adequate compensation for the use, and control, and operation of their property hereby assumed.

"Regular dividends hitherto declared and maturing interest upon bonds, debentures and other obligations may be paid in due course, and such regular dividends and interest may continue to be paid until and unless the said director shall from time to time otherwise by general or special orders determine, and, subject to the approval of the director, the various carriers may agree upon and arrange for the renewal and extension of maturing obligations.

"Except with the prior written assent of said director no attachment by mesne process or on execution shall be levied on or against any of the property used by any of the said transportation systems in the conduct of their business as common carriers, but suits may be brought by and against said carriers and judgments rendered as hitherto until and except so far as said director may, by general or special orders, otherwise determine.

"From and after 12 o'clock on said 28th day of December, 1917, all transportation systems included in this order and proclamation shall conclusively be deemed within the possession and control of said director without further act or notice.

"But for the purpose of accounting said possession and control shall date from 12 o'clock midnight on Dec. 31, 1917.

"In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done by the President, through Newton D. Baker, Secretary of War, in the District of Columbia, this 26th day of December, in the year of our Lord One Thousand Nine Hundred and Seventeen and of the independence of the United States the One Hundred and Forty-second.

"By the President:

"Robert Lansing,
"Secretary of State.

"Woodrow Wilson,
"Newton D. Baker,
"Secretary of War."

Office of the Director-General of Railroads

Washington, December 28, 1917.

To the Presidents and Directors of all Railroad Companies:

Having assumed the duties imposed upon me by, and in pursuance of, the proclamation of the President dated December 26, 1917, you will, until otherwise ordered, continue the operation of your road in conformity with said proclamation. You are requested to make every possible effort to increase efficiency and to move traffic by the most convenient and expeditious routes.

I confidently count on your hearty co-operation. It is only through united effort, unselfish service and effective work that this war can be won and America's future be secured.

W. G. McAdoo,
Director-General of Railroads.



Residences, Helena, Ark.



PUBLIC

OPINION



What the

World thinks

THE RAILROAD SITUATION.

Whatever our general opinion may be respecting railroads it must be admitted that just at present they are one of the greatest factors in prosecuting a winning war. Much depends upon the rapidity and volume of railroad movements.

Appealing to the entire country to stand by a constructive policy regarding the railroads, on the ground that transportation is the greatest economic problem of the day, United States Senator Francis G. Newlands told the business men of San Francisco the other day that there has been enough punitive and constructive legislation.

Newlands heads the joint Congressional Committee on Foreign and Interstate Commerce, and is regarded as one of the most reliable authorities on the subject.

Speaking before the San Francisco Commercial Club, Senator Newlands said:

"The President of the United States has called our attention to the fact that it is important we should again enter upon a constructive era, realizing that almost everything has been done that could be done in the way of punitive and corrective legislation, and that we have the administrative power which is necessary to correct any evils that may now exist or arise in the future."

"When the war broke out," continued the speaker, "we realized that railroad facilities, enormous as they were, while adequate, perhaps, in time of peace,

were not adequate at these enormous and abnormal demands thrown upon the transportation system of the country by the war."

Senator Newlands recalled that as a result of the period of depression during 1913 and 1914, due in great measure to economic changes in legislation, the railroads were suffering from a loss of income and were compelled to undertake financial retrenchment, which, while wise from the viewpoint of the internal conditions of the carriers, was not expedient from the standpoint of the country's needs.

"Therefore, that is why I am making an appeal to you all and to this entire country to stand by and sustain a constructive policy regarding the railroads, not so much that the railroad bondholders and stockholders may earn interest and dividends on their investments, but for the principal reason alone that the public interests absolutely require that these great public agencies should be fully developed and that we should act in such a way as to encourage private capital in enlarging these facilities throughout the entire country.

"The past is secure—the present is secure. There is no danger of our lapsing into the old conditions where such serious abuses existed as to arouse the resentment of the public. All that I suggest is that the public should rid its self of the influence these abuses have made upon their minds, and set to work in proper aid to its railroads so as to give them the command of the markets

of the world again, the financial markets for their loans and their securities; markets which are not open to them, partly because railroad securities are not the safest securities that they once were, partly because the Government is now monopolizing the financial markets of the world and absorbing all the money."

Senator Newlands held that there are two ways of furnishing needed aid to the railroads. One is a more liberal policy on the part of the Government and public that would satisfy the investing public. The second is National aid, such as has been given to shipping interests and the great trusts of the country in the construction of ships and other materials.

"An essential thing," declared Senator Newlands, "is to increase the rates of the railroads so that they can take care of a larger portion of these requirements out of current revenue, a method not viewed with satisfaction by economists generally, for the contention is that rates should be made to simply provide dividends to stockholders, cost of operation and maintenance and a substantial surplus fund to meet emergencies.

Every year billions of dollars are needed to meet the pressing requirements of the railroad situation, and probably will be needed for many years to come, and to add a billion dollars more in rates to the three billion dollars in rates now exacted from the public might be a hardship they should not be forced to stand.

This paper does not pretend to be able to point out any particular method for meeting public acclamation or satisfying public interest, but simply to call attention to the fact that a satisfactory settlement of this matter is very urgent, as upon the railroads devolves a great burden and they are making a patriotic effort to fully measure up to the responsibility.

There should be neither prejudice nor favoritism in considering the matter; it is one of vital interest that must be met. *Editorial—Jackson, Miss., Daily Clarion Ledger, November 13, 1917.*

A VERY SERIOUS LOSS.

That live stock valued at millions of dollars is being needlessly killed by the railroads each year, is the declaration of Secretary Redfield, of the Department of Commerce at Washington, and this serious loss to the United States and its Allies, he says, must be checked.

It is gratifying to see that this very important economic question has finally attracted the attention of a member of President Wilson's cabinet. It is a subject on which the *Daily News* has been printing editorials for several years, urging the farmers of Mississippi to keep their live stock off of the railroad rights-of-way. Due largely to the energetic campaign of education waged by the *Daily News*, and other Mississippi papers, the economic loss from this source has been materially reduced, but there is still room for improvement.

Secretary Redfield bases his statement on figures issued by the Central of Georgia showing that \$20,000 worth of food animals were killed on the tracks of that system during the first nine months of the year. This figure is small when compared with the losses due to this cause on the larger railway lines of the country. The total for the nation will mount to millions of dollars each year—practically all of it unnecessary loss, and due, in an overwhelming majority of instances, to the carelessness or negligence of owners of live stock.

In nearly all instances where animals are killed by railroad trains it can be stated that the owners allowed the animals to roam upon or near the railroad right-of-way, and, with the characteristic fright of dumb animals, they do not know how to protect their own lives, but rush pell-mell in front of the locomotives, leaving the engineer no chance to protect them.

Of course, the owner invariably gets paid for the dead animal, notwithstanding the fact that its death may have been due to his own negligence, but that does not alter the fact that whenever one of these accidents occurs the nation has suffered an econ-

omic loss—a loss that is very serious at this time when a country-wide campaign for conservation of our meat supply is being waged, and our victory or defeat in the worst war in history hinges on our ability to feed the armies of the Allies.

Every cow killed on a railroad track is not only a loss to the owner, the railroad, and the material resources of the State, but it is a loss to the boys who are fighting in the trenches of France and Italy, and for the latter reason, if none other, owners should make every possible effort to keep their live stock away from the railroad tracks.—*Editorial, Jackson, Miss., Daily News, December 10, 1917.*

GIFTS SENT ACROSS

Railroad Men in the Service Are Remembered
by Their Comrades

BOX FOR EVERY MAN

President Markham, of I. C. R. R. Addressed
Personal Letter to Each I. C. Employee

Dubuque employes who contributed to the Illinois Central regiment soldiers' fund will be interested in knowing what was done with the money. The following article is from the Railway Gazette:

"The six railroads represented in the 13th engineers (railway) have all sent Christmas gifts to their men in France. President Charles H. Markham, of the Illinois Central railroad, has addressed a personal letter to every Illinois Central soldier in France. The letter accompanies a box of Christmas presents, money to purchase these having been contributed by employes of the company. Each box contains the following articles: One box of cigars, twenty packages of cigarettes, twenty packages of cigarette papers, twenty boxes of smoking tobacco, one pound of chewing tobacco, one automatic cigar or cigarette lighter, which is good for 2000 lights; one pipe, one package of pipe cleaners, two tooth brushes, two packages of tooth paste, five pounds of candy, three bars of soap, ten packages of chewing gum, three pairs of woolen hose and one woolen vest.

Mr. Markham addressed the soldiers as "My Dear Boys." Following is a copy of the letter:

"Proud of the fact that so many of their co-workers have responded to the call of their country in the war emergency that now exists, it affords me pleasure to inform you that the employes (rank and file) of these companies which you have so faithfully served have voluntarily subscribed to a fund to be used in the purchase of Christmas remembrances for their former comrades now members of the 13th railway engineers in France, and we hope these tokens of our esteem will help to minimize the loneliness which absence from your families and loved ones entails.

"Notwithstanding your present duties are arduous and your personal risks great, I know that any task which may be assigned to Illinois Central and Yazoo & Mississippi Valley men will be promptly and efficiently performed.

"In conclusion may I (voicing the sentiment of the entire personnel of these companies), wish you a Merry Christmas and a Happy New Year, and express the hope that very soon you will return to America with health unimpaired, and happy in the knowledge that the individual effort of each of you, and the co-ordinate work of all of you, has contributed in no small degree to the victory which must and will be achieved?"
—*Dubuque Daily Times Journal, Dec. 28, 1917.*

RAISE MORE HOGS

If you are a progressive farmer with any sort of business judgment, you have already fully realized how important it is to raise more meat. If you have fully acquainted yourself with the situation, nobody is going to keep you from going full length this fall and winter and next spring, summer and winter again to raise every hog you can possibly produce. It is your duty to yourself and those who are dependent upon you to get the full significance of meat producing fixed in your mind right now.

You can make more money raising hogs for meat than you can in cotton and peanuts. Is there any way on earth you could be made to believe that? Is there anybody able to make you read

and find out the real situation? You are not going to take the statement that we are ten years behind in the production of fats, meats and animal oils—but we are.

Mississippi farmers have fully ten years ahead of them in tremendously high prices for meats and fats. You might raise a million hogs a year on your farm and you couldn't grease the great world's frying pan one time in a hundred chances. The demand will be heavy, war or no war. It was heavy before the war. It will still be heavy.

We want more farmers here in our own country to begin in dead earnest to raise more hogs. We want them to go at it with a view of making money out of it because there is money to be made. We want to produce all we use and have an abundance to send away. We need more hard workers, more men who will see that hogs are raised on the farms and men who will see that the hogs are cared for and brought up to paying size for meat.

We need more men who will make a business of it—who will see that their tenants do something towards reaching out for the profits now in hog raising. Every farmer, every man with a patch b.g enough for the growing of feed, ought to have just as many hogs as it is possible to care for.

There are fortunes unheard of, of which none of us have ever dreamed in raising hogs here at home in our own fields and pastures. Cholera is nothing to fear. The man with an ounce of energy, care and attention for his stock—real business like attention—need not worry. Hogs that are cared for do not suffer from this trouble.—*Editorial, Jackson, Miss., Daily News, Nov. 13, 1917.*

Capt. John A. Webb, Agent Development Bureau, Illinois Central Railroad Co., was in the city yesterday and paid this office an appreciated call. Capt. Webb was at one time an efficient member of the Mississippi Railroad Commission and is among the best posted men on transportation rates, perhaps in

the State. He was here with the end in view of investigating the Harbold hog feeding ranch recently established at Aberdeen in the interest of co-operating with that industry to the mutual advantage of its owner, the section in which the ranch is located, and the railroad company he represents. Capt. Webb stated that the location of the industry here has more significance to the development of this section in the way of stimulating hog raising and the growing of feeds which go into their finishing than most people realize. The Harbold hog ranch is nearing completion and soon hogs will be transported from the northwest for finishing until the time when, perhaps, this territory will supply many of them that will be needed.—*Aberdeen, Miss., Weekly, 12-21-1917.*



HELENA, ARKANSAS

Helena Arkansas

*The Natural Gateway
to the South and Southwest*

by
George A. Sanford
Secretary Helena's Business Men's League

SITUATED in Phillips County on the west bank of the Mississippi River on what is known as Crowley's Ridge, which puts it above high water free from floods and is the only natural elevated location on the west bank of this greatest of rivers below the Missouri line. Helena has a population of 21,000 and is growing rapidly. No town in the whole country has a more wide awake loyal citizenry who pull together on every proposition that looks to the betterment of town or county.

Phillips County is one of the richest in the state. Her soil from the rich delta lands along the eastern half to the high rolling lands to the West are adapted to a greater variety of farming than any other section in the whole South, and in this day of diversification ideal locations can be found for any kind of farming from rice growing to stock raising.

Helena is within reach of unlimited quantities of hardwood timber of all varieties and this added to her transportation facilities, five railroads extending in all directions, and the Mississippi River, makes an ideal location for wood-working plants of every description.

Helena is the second largest hardwood center in the world.

Helena handles more than 100,000 bales of cotton every year, which on account of its quality is known as Helena Cotton and is sought by the Eastern buyers.

RAILROADS

Helena, by reason of her transportation facilities is the natural gateway and

trade center of the South and Southwest.

Besides deep water transportation on the Mississippi River she has five railroads, two of which are great trunk line systems.

The Yazoo & Mississippi Valley, a part of the great Illinois Central system, the greatest railroad system in the United States today, gives an outlet to the North and East and to all points East of the river, and gives Helena direct access to Kentucky and Southern Illinois coal fields.

The Missouri Pacific gives direct service East as well as West. They have three lines radiating from Helena, North, South and West, putting Helena in direct touch with coal mines in Western Arkansas and Southern Illinois.

The Missouri and North Arkansas Railroad gives connections West through Joplin, Missouri, touching the zinc and lead fields in Northwest Arkansas and South West Missouri.

This gives five lines of railroad crossing the county in different directions and in direct touch with the finest hardwood timber supply in the United States.

The Yazoo and Mississippi Valley and Missouri and North Arkansas have just completed a beautiful joint depot in Helena at a cost of \$75,000.00.

Considerable coal is also handled to Helena direct from Kentucky and Illinois mines by barges on the Ohio and Mississippi river.

Helena has as low freight rates as any city in the Mississippi Valley.



HOTELS

Two modern, well equipped hotels serve the traveling public and in addition there are several smaller hostelrys, and as sanitary, attractive and well appointed cafes as can be found in any city in the country.

INDUSTRIES

Helena has three newspapers, one first class daily, all alive to the public interest and ready at all times to promote



Two splendidly equipped job printing establishments as good as any in the South, turning out work equal to the large cities.

Helena has a very active wholesale district with traveling men covering all adjacent territory, and a cold storage plant said to be the most complete in the South.

Helena is the second largest hardwood center in the world and is adjacent to almost unlimited

supplies of hardwood timber of all kinds. She ships 12,000 cars a year of lumber and lumber products and consumes 36,000 cars of logs a year.

She has twenty large woodworking plants manufacturing lumber, veneers, box material, hoops, cooperage stocks and various other articles of wood.

Two large cotton compresses and two

capital and surplus of \$1,000,000 and deposits of \$5,000,000 and three Building and Loan Associations with assets of more than \$1,000,000.

ROADS

Helena has twenty miles of beautiful streets paved with concrete asphalt and brick and her country roads are well



cotton oil mills handle annually more than 100,000 bales of cotton, which with the seed and other by-products amounts to approximately \$20,000,000.

An 1800 Spindle Cotton Mill manufacturing cotton yarn.

A well equipped modern ice plant of large capacity, and unexcelled service supplies the town with pure ice.

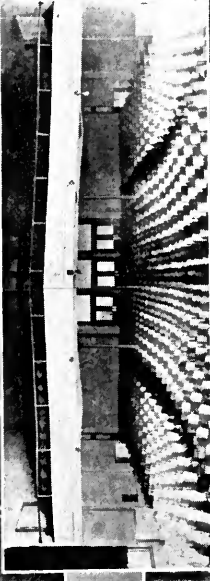
There are five banks with combined

maintained the year round and the county is rapidly building concrete roads.

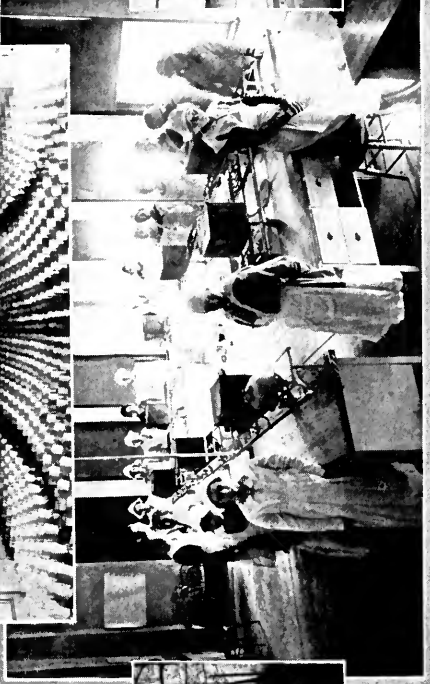
At the present rate of improvement, Phillips County will soon have the best roads and road system of any county in the State.

SCHOOLS

Helena's public schools rank among the best in the state, and have long enjoyed a most enviable reputation.



Helena
Aransas



Educational
Facilities



Graduates are eligible to enter the State University and other colleges without examination. The efficiency of the Helena schools is due no less to the character of the directors and officers of the board than to the attainments and talents of the principals and teachers. The beautiful Highschool building, cut of which is shown on cover of this magazine, is one of the handsomest in Arkansas, is fireproof and perfect in sanitary construction and occupies a city block.

PUBLIC BUILDINGS

The Phillips County Courthouse is one of the handsomest buildings in the city and in fact is one of the most modern in the State.

The Federal Building housing the post-office and Federal Court is a credit to the city and is a very handsome commodious building.

The Helena Hospital is well equipped, thoroughly modern in every respect and large enough to take care of the City's needs.

The Public Library is said to be one of the best in any town this size in the country.

PUBLIC UTILITIES

Helena has a thoroughly modern well equipped electric light plant furnishing the city with light and cheap power, her gas plant with its enormous storage capacity is indeed a boon in this time of fuel scarcity, furnishing as it does, ample supply of gas at reasonable price for heating and cooking.

The street railway not only serves Helena proper but connects Helena with Midland Heights and West Helena, a distance of a little over three miles. This is a beautiful ride, attractive and interesting and some of the scenes along the route are hard to rival.

Helena is well supplied with good pure soft water pumped from 500 foot wells. Her fire department is one of the best and most efficient in the State.

CHURCHES

A city is judged by its churches and its schools. Every right living man believes in the influence of the church, although he may not be a regular attendant. He

would not consider locating in a place that was not under the moral influence of a church life. Helena offers all in the way of denominational churches that any city can offer, and here we find the true Southern hospitality. It is said of church people in some sections that they are cold and uncharitable. The reverse is true here. Our churches are well attended, and there is a warmth and companionable feeling extended to strangers within their doors.

The pulpits are supplied by high-class men of the cloth, who rank with the average to be found in the pulpits of the country. Good choirs are maintained and most excellent Sunday schools.

HOMES

As will be seen from the accompanying pictures, Helena is indeed a city of beautiful homes.

As a residence city she is ideal.

Few cities in the country can claim better health conditions. Her death rate among the white residents is way below the average. A full time competent health officer is employed by county and city. The citizens are proud of their city as is attested by the well paved streets and beautiful well kept lawns.

AMUSEMENTS

The Grand Opera House furnishes all that is desired in the way of high class attractions, the best on the road coming to Helena during the season.

Two high class well managed motion picture houses keep abreast of the times and always show the best to be had.

The Helena Country Club has beautiful grounds, including forty acres with a nine hole golf course, two tennis courts and a beautiful modern equipped clubhouse.

Helena has first class fair grounds and race track and the Helena District Fair held each fall is a big event in Eastern Arkansas.

PHILLIPS COUNTY

Is situated in the eastern part of the State, on the Mississippi River.

Her bottom lands; the richest in the world, are protected by permanent levees.

Agriculturally she is the garden spot

of Arkansas. Her rich bottom lands raise cotton that has a reputation in the eastern markets and is sought by the buyers.

Her high land is adapted to stock raising, fruit growing, and on account of the

importance of diversification and are now rotating their crops, raising alfalfa, lespedeza, soy and velvet beans, crimson and bur clover, rice, wheat, oats, peas and are gradually improving their cattle and the hog raising industry is growing



mild climate and long growing season and excellent transportation facilities, rare opportunity is here for truck farmers to make themselves independent in a few years.

Phillips County farmers have realized

rapidly. Arkansas is third in yield of rice and is second in production per acre. A great deal of rice is raised in Phillips County.

At Barton, twelve miles from Helena, a co-operative creamery and pasteurizing

plant has been established, and several carloads of the best Holstein and Jersey cows to be had in the country have been brought to the community.

Phillips County is free from the cattle tick and farmers all over the county are buying pure-bred cattle.

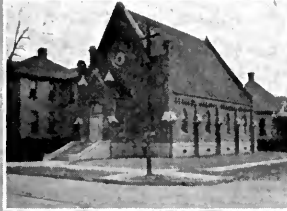
Helena has a live, wide awake Business Men's League with a full time secretary, including a traffic department with a full time competent traffic man.

The Board of Trade is a separate or-

ganization with a full time man in charge, with wire service and keeps in touch with the cotton, grain and stock markets throughout the world.

These two organizations work in perfect harmony, and their whole energy is devoted to upbuilding Helena and Phillips County.

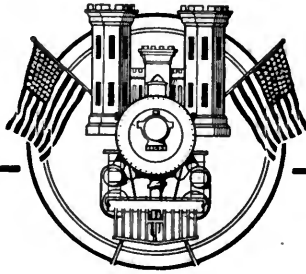
If you are seeking a location, either manufacturing or farming, Helena and Phillips County can give you what you want.



Churches, Helena Ark.



MILITARY



DEPARTMENT

Letter From Major Bent

American
Y. M. C. A.

On Active Service
with the
American Expeditionary Force.
November 25, 1917.

Dear Mr. Anderson:

I enjoyed reading the clipping you sent about the game and was more glad to receive your letter.

I have felt that I ought to write a monthly letter for the magazine, but the colonel in turning over to the officers the orders of the commanding general in regard to what one could write put us on honor to censor our own letters. On that account one naturally feels bound to comply more strictly with the orders than if he was simply taking a chance with the censor.

I have mailed you many papers and clippings published here and in London, which I did not consider a violation of the instructions, for they were published statements. I thought from those you could take extracts for the magazine. I have also sent Mrs. B. copies of some of them and asked her to give them to you.

I shall soon begin to mail you a description of events in the past that certainly can be of no value to the enemy.

I mailed a large number of clippings about our first taking over a section of the French railway and enclose another copy herewith.

Our first American locomotive, a superheater, showed up on the line a few days ago and is doing good work. It is handling trains that heretofore required a pusher. When the whistle was first blown, all the Frenchmen came tumbling out of the buildings. They had never heard anything like it, for their whistle is a sharp, little one. The bell is also a source of wonder to them, for the French engines have no bell. Here the people look out for the trains, not the trains for the people, and the fines are very heavy for getting on the tracks or walking on the right-of-way.

The railroad is first here, the people second. Its importance and value are accepted as a matter-of-fact, and it is realized that interference with the railroad is interference with the vitality and welfare of the nation.

Those roads that are guarded by gates, have gates closed long before the arrival of the train, and are not opened until the train is well by, and are then rolled back by the guard. As he has to operate one on one side of the track first, and then cross the tracks to the other, this does not make very rapid travel for the man on the road.

I was amused the other day to receive the report about the smash up of

an automobile which was left by the driver too near the team tracks, and was caught by some of the cars when the train pulled out. The remarks by those in power were to the effect that the d— fool ought to have had more sense, and it was a question of disciplining the driver. We would have been glad, at home, to get out of it by buying a new automobile.

Give my best regards to all my many friends on the I. C. and remember me most deeply to Mrs. Anderson. Give her my best.

Again I say I hope that you understand my position in not giving you more information. I know others have sent home considerable, but it is not in accordance with my standard of honor.

Yours sincerely,

C. L. BENT.

“Old Glory” in London

American Troops Welcomed—March Past the King

On the morning of August 15, 1917, Londoners had one of their few chances to cheer and wax enthusiastic since the war began. American troops marched through the streets behind the flag of the great Republic. For weeks past—indeed, since the United States came into the war—English people have been hearing rumors of the number of troops being sent from the States to the French front. They had ocular demonstration enough to convince them of the effort being made on the other side of the Atlantic.

The censor and our War Office, the American Embassy and the American military authorities decided that it would be better in the interests of all concerned if no very early preliminary announcements were made. Consequently it was not until Tuesday night that Londoners knew that the march was taking place. Even with the short notice given the public, it was evident that the crowds which gathered had come there to express their enthusiasm. To those who have watched London crowds in the past three years of war it was at once plain that, although the gathering was perhaps small in numbers, it was in no way lacking in enthusiasm. The cheering on some parts of the route was continuous and the comments of the crowd would have

made any man in the khaki ranks pleased.

From 8:30 a. m. the troops marched from Waterloo to the Wellington Barracks. At the railway station there were some hundreds of British soldiers going on leave and a few score coming back from France. It was there that the Americans got their first noisy welcome. The Tommies cheered in British fashion, and the Americans, standing easy, responded with the sort of cheer that one hears from the Big League crowds when the White Sox have “put it over” the Giants. Every nation cheers in its own way, but in the cheers of both nations at Waterloo there was the same enthusiasm.

At Wellington Barracks Colonel Lasiter, the military attaché of the American Embassy, was present to welcome the units as they arrived. With him were Lord Derby, Lieutenant-General Sir Francis Lloyd, and a number of officers of the Guards' Brigade. There was a tremendous crowd here from 9 o'clock onwards, and the railings of the parade ground were packed with people eager to make the men from the United States feel at home, and incidentally to beg a souvenir or two from them in the shape of a button or a badge. At 11:30 a. m. the troops left the barracks to the tune of “The Boston Tea Party,” surely a

strange air to be played before troops in the streets of London, but still a most appropriate one.

The Men Themselves

The men were admired all along the route. They were a remarkable uniform lot, and their physique was splendid. All of them are volunteers, and most of them are men who have been working with their hands in the West, and they are necessarily as fit as an open-air rigorous life can make them. They marched with a free step, much like the Colonial troops, and they showed that they had learned their drill. Hardly a man or woman in the crowd realized that nearly all of these men were civilians six weeks ago. But such is the fact, and it is good to let it be known. After a month and a half of drilling these men marched as well as many of our permanent battalions. The slope of their rifles was uniform, and they never seemed to tire or grow slack. And it was a tiring march, even though it was not a long one, for the streets were hot, and the men were up very early in the morning to entrain for the city.

The Americans wear the hat that has been made familiar to us by the New Zealand forces—a felt hat with a straight brim and pinched crown. Each unit of the American Army wears a different cord around the crown, with two tassels hanging on the brim in front. The men carried waterproof capes slung in their belts behind. Instead of puttees they wore canvas leggings laced in front. These are particularly useful for every class of service. On the Mexican border they were found to be cool and comfortable. In France they will be every bit as useful, for they do not collect as much mud as puttees, and are easily washed.

The sergeants, many of them with medal ribbons telling of their service in Mexico, the Philippines, or China, all wore automatic pistols hung handily on the right hip. Their chevrons denoting rank are reversed and the "Vs" of the stripes point upwards. There was at least one man from the New York police in the non-commissioned ranks,

and perhaps a patrolman or two from Chicago. Many of the men have come fresh from the West.

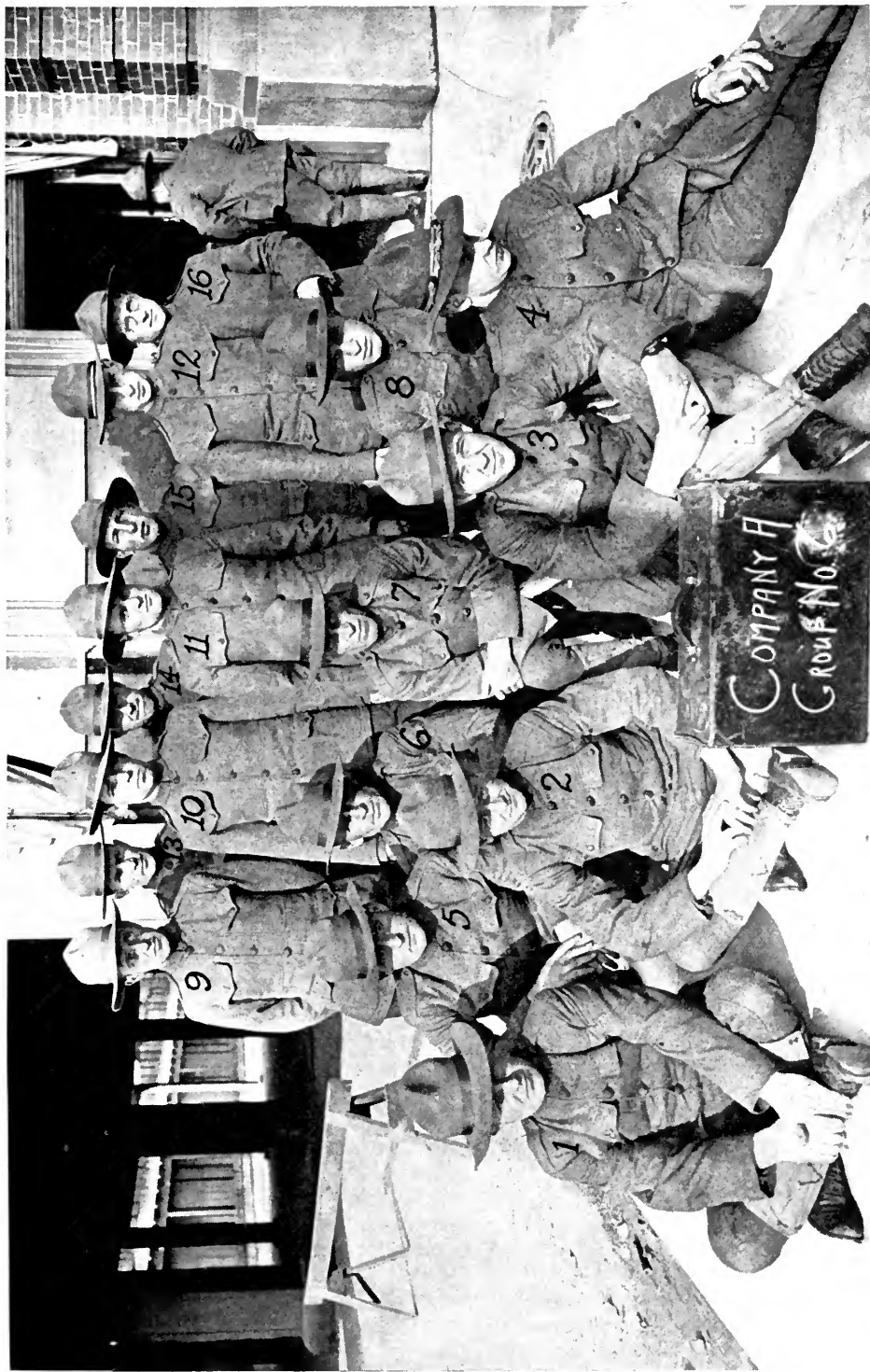
It is just about now that the annual migration of the "hoboe" takes place. He leaves New York for the winter, often traveling on the undercarriage of a freight wagon until he reaches a town far enough west, and warm enough climatically, to attract him. Here he stops off, and works intermittently until the city calls again. This year the "hoboe" will have a much easier time. One of the biggest men in the first contingent to march past, when asked what he was doing two months ago, looked a little homesick. "I was chasin' hoboos off the freight cars on the Dallas-Sweetwater stretch in Colorado." And in case the uninitiated do not know what a "hoboe" is, it might be explained that a hoboe is a tramp.

In the watching crowd one was often struck with the frequent comment on the physical appearance of the American troops. They went along with shoulders squared and their eyes to the front. There was no talking in the march, and each man kept the alignment of his four splendidly. When, as often happened, the column paused on the route, the men marked time with a precision that would have pleased even a Guards sergeant-major. There was one noticeable thing about their appearance, and that was the lack of moustaches. Very few of them had moustaches, and fewer still had beards.

Saluting "Old Glory."

At the head of each contingent there was carried the Stars and Stripes, and it can safely be said the "Old Glory" has never had such a rousing reception in the streets of London before. As each color party passed it was saluted by every man among the watching crowds. Civilians doffed their hats, and soldiers saluted rigidly. Often, too, it was the signal for three cheers.

There were many individual examples of enthusiasm, and they were not missed by the marching men. In the Green Park, when the men halted, one



1-G. A. BREDIN, 2-H. J. SMITH, 3-M. H. LAGERWALL, 4-S. V. SMITH, 5-T. F. QUINN, 6-E. G. JONES, 7-H. W. CLARK, 8-W. M. KEY,
9-J. BANKS, 10-C. E. MURPHY, 11-J. J. CALLAHAN, 12-II. J. PARK, 13-L. FELUDE, 14-F. E. WRIGHT,
15-A. J. JOHNSON, 16-F. W. KLEMENT

of them called to the other, "Say, did you get the little 'bell-hop' looking through the grating in Pell Mell street? The one that was hollerin' 'Are we downhearted?'" They had all noticed him, and his little tribute was appreciated. As a matter of fact, it was the page-boy of the Automobile Club who had squeezed his head through the grille above the front door and so addressed the crowd beneath and received a rousing answer.

Once in the crowd there came a weird sound that caused all heads to turn in wonder. The American files knew it, and although they could not respond, they smiled as they looked straight to their front, for it was the college yell of Harvard. Yale followed in lesser voice, and ended with a hoarse wheeze. Many of the men in the ranks were engineering graduates and many of them were athletes. More than one private carrying his rifle in the parade has stood at the diamond and hit balls that made the outfield scatter to the four corners of the ground. Many of them have pitched balls fast enough and curly enough to make the best batsman resume his seat after a bare few seconds with never a base gained. Some of them are runners who have breasted the tape for Pennsylvania, Princeton, Yale, and Harvard. They are all in a bigger game now, where the pace is faster and the score greater.

The ancestors of many of these men fought in the Civil War and it is certain that the traditions of Gettysburg, Harper's Ferry, and the Hagerstown Pike will be jealously guarded. There will be many families in the United States in a few years who will be able to point to war records covering three generations.

The column swung past the Nelson monument, along Pall-mall, and up into Piccadilly, where the crowd was not so dense. Then they marched to the American Embassy, where they passed the Ambassador and Mrs. Page. As each company marched past the men came to the salute, and the movement was acknowledged by Mr. Page. Can-

adians at the Maple Leaf Club cheered hard and continuously as the procession swung past the Embassy.

At Buckingham Palace.

Perhaps the crowd was thickest and most enthusiastic round Buckingham Palace, where the King, Queen Alexandra, Lord French and Lieutenant-General Sir Francis Lloyd stood at the saluting base in front of the massed bands of the Guards' Brigade. As the salute was given by each company in turn the King acknowledged it, and the crowd burst into prolonged cheering. One band played "The Long, Long Trail," and the crowd took up the refrain in great voice, helping the strains of the brass with a fine volume of sound. When the Stars and Stripes came past the King and all the military officers at the saluting point paid the proper compliments.

When most of the troops had gone by a motorcar drove into the cleared space in front of the Palace, and the Prime Minister stepped out amidst cheers, and walked briskly across to the King, and stood beside him until the guard of honor had been inspected.

In the Green Park the Americans were given a light luncheon at open-air tables, and many of their countrymen mixed with them and stayed to talk of their homes. The Canadians were especially fraternal in their greetings, for many of them had friends in both forces, and after all it is not a far cry from Medicine Hat to Missouri or from Montreal to Massachusetts.

The impression made by the men was undoubtedly a splendid one, and one could not help wondering what the regular battalions of the United States Army in France are like if soldiers of six weeks' training comported themselves as well as these. The whole procession was an excellent argument in favor of our having more of the same sort of thing. Why should not we see our own men from Canada, Australia, New Zealand and South Africa march through the streets? The enthusiasm was sufficient warranty that the Lon-

don public needs a spectacle like this every little while, and it would be a pretty compliment if it could be arranged. When the bands passed the cheering grew louder than ever, and the pipers of the Irish Guards, in brick-colored kilt, and with Irish pipes, the stocks decked with emerald ribbons, received a particularly hearty reception.

The bands of the Guards, in full strength, were distributed along the column, and they played every appropriate air their bandmasters could think of. The opinion of the average man in the crowd was that, "it was a good show, and it was a pity that we did not have more like it."—*London Times*.

In Memoriam

First Lieutenant G. M. Anderton, Co. "A", 501st Engineers

GEORGE MONCRIEF ANDERTON, formerly Assistant Engineer, St. Louis Division, died of meningitis, December 9th, on board a United States transport, just before the ship reached France.

Mr. Anderton was born at Alexandria, Va., in 1892. After graduating from Washington and Lee University in 1912, with degrees of B. S. and B. A. he was engaged by the United States Forestry Service on a survey in Virginia.

June, 1913, he entered the service of the I. C. R. R. as chainman on Louisiana division, Maintenance of Way party; September, 1913, he was promoted to rodman on Kentucky division party; March, 1914, he was promoted to masonry inspector on northern lines; June, 1914, he was promoted to instrumentman and assigned temporarily to the Kentucky division, and then to the Tennessee division; January, 1915, he was transferred to construction work and was located at Benton, Ill., then at Dawson, Ky., and thence to Grand Crossing, Chicago.

From December, 1915, to April, 1916, he served as topographer on the Centralia-Mounds proposed grade reduction survey, and was then assigned to the Minnesota division, Maintenance of Way party.

June, 1916, Mr. Anderton was promoted to the position of inspector on



FIRST LIEUTENANT G. M. ANDERTON

the chief engineer's staff at Chicago, and in February, 1917, he was promoted to the position of assistant engineer, part of his time being devoted to the study and preparation of plans for I. C. R. R. proposed new passenger terminal at 12th street and other im-

provements along the lake front, Chicago.

June, 1917, he was promoted to the position of assistant engineer on the St. Louis division.

Mr. Anderton was among the first to offer his services to his country, having applied for admission to the Engineer Officers' Reserve Corps early in April, 1917. On August 9th, he was notified that he had been accepted, and on August 23rd he was granted leave of absence during the term of his military service. On September 5th he reported to the Engineer Officers' training camp at American University grounds, Washington, D. C.

October 6th, Mr. Anderton was married to Miss Judith Winter Boswell of Alexandria, Va. He received his commission as first lieutenant, and on November 26th sailed for France. He was taken ill on December 5th and passed away on December 9th.

Mr. Anderton's career in the service of this company gave promise of a brilliant future, which was cut short by his untimely death. He was a man of fine character and pleasing personality, and has left many friends on the I. C. R. R. to mourn his loss.

Following is an abstract from a letter written at sea by one of his brother officers, First Lieutenant O. H. Wainscott, also of the Chief Engineer's office:

"It is a sad day for brother officers aboard ship sailing abroad to do our bit on a foreign field, to have to give up our dear friend and brother, First Lieutenant George M. Anderton of Company A, 501st Engineers, who passed to that land of rest at 6:05 a. m.

"Lieutenant Anderson joined this command October 1, 1917, and proved to be a valuable man, a jolly good fellow and a friend of everyone; all will miss him, and I most of all, due to our pleasant relations with the I. C. R. R., our pleasant times at Washington, D. C., our Masonic relations, and most of all our close friendship since he joined this command.

"He was taken sick several days ago and was unconscious to the last, and passed away in a peaceful sleep."

We who knew Lieutenant Anderton well, who held him in esteem, and appreciated his friendship, extend our heartfelt sympathy to the widow and parents who are thus suddenly bereaved of the husband and only son.



FIRST I. C. RAILROAD SIGN IN FRANCE

As the accompanying photograph indicates the men of Company A., 13th Regiment Engineers (Railway), are still loyal to the Illinois Central.

The picture shows the first I. C. R. R. sign in France and was sent from "somewhere in France" by Warren Stephen-

son, formerly timekeeper in master mechanics office at Mattoon, and now clerk to Lieut. F. P. Nash.

THE SOLDIER.

By F. M. Jones.

He wired for us to meet him,
Enroute he was, to France,
With millions more he's going,
To make the Kaiser dance.

We met in old St. Louis,
Down near the Terminal Tower,
Our handsome red cheeked soldier boy,
Who's on his way to War.

With her eyes like stars,
And a smile on her lips,
His mother bide him farewell,
Although she knew he was leaving her,
Going into the jaws of Hell.

Her baby boy was leaving her,
 And her heart with grief was sad,
 But her eyes shone blue,
 And her smile was true,
 To cheer her soldier lad.

WASTE IS CRIMINAL

"To waste now is nothing short of criminal." Secretary of the Treasury McAdoo.

The duty of the American people to economize in consumption of food and all other materials as well as save money, can not be too often or too strongly urged upon them. The duty is so imperative, its observance so vital to our country's success, that it should be kept constantly before them.

The proposition is plain and understandable. We have lessened the productive powers of the country by taking 2,000,000 men away from the productive forces of the country; instead of producers of one kind or another the soldiers are consumers of the products of our farms, factories, and mines, and when the munitions they expend and will expend against the enemy is considered they are tremendous consumers of the manufactured products of the country.

A tremendous amount of the manufacturing energy of the country has been withdrawn from manufacturing the things we use in peace and put to manufacturing the things we use in war. The total loss to the country of the productive energy of our soldiers and sailors and the diversion of a great portion of the other productive energy of the country to war purposes lessen to a great extent the amount of material and supplies produced by the country.

To this condition of lessened production and increased consumption of and by our own men must be added the extraordinary demand made upon this country to supply the armies of our allies and to a great extent their population with food and other material.

We must meet the condition that

confronts us in two ways—by the strictest economy in consumption, for every pound we refrain from using adds a pound to be devoted to the uses of our Army and Navy and the military forces of our allies; and by speeding up our production to the limit. The American people are going to do all that they know to be necessary to win this war—to shorten this war. They have only to realize the imperative duty of economy in saving and they will economize and save.

FALSE STATEMENTS ARE HARMFUL

The finances of the whole country, public as well as private, by force of the national needs at this crisis are subordinated and adjusted to the great Liberty Loan. Financing by railroads or other great industries and all lesser private financing must be considered primarily in relation to the Government loans.

The needs of private interests, the money necessities of the business of the country as well as that of the Government itself are all considered by the Secretary of the Treasury in fixing the amount and date of each issue of Liberty Loan Bonds, and the effect of the issue of bonds on all other securities and all other loans is given due consideration.

The dissemination, therefore, of untrue information, even when made in honest belief and with good intention, is harmful, and Secretary McAdoo on December 20 issued the following strong statement:

"The report that the next issue of Liberty Bonds will be \$3,000,000,000 at 4½ per cent and on March 15, 1918, is wholly unfounded. I wish I could make the patriotic newspaper men of America realize how mischievous and hurtful to the interests of the country such speculative statements are. When a decision has been reached about the next Liberty Loan, it will be officially announced. Meanwhile, all other statements and rumors may be disregarded."



GEORGE WILDES, JR.
Formerly Y. & M. V. Agent at Baton Rouge,
Now Captain Company "A" 335 Battalion
M. G. D. 87 Division Camp Pike, Ark.

THE PEOPLE ARE SAVING

It has been pointed out as evidence of how strongly the duty of saving had been impressed upon the English people by the war-savings campaign in that country that in the year 1916, although purchasing billions of dollars of war bonds, the small savings-bank depositors in England increased their deposits in savings banks over \$60,000,000, this in face of the fact that the English have been noted as a spending rather than a saving people.

It seems that a similar process has taken place in America. Two great Liberty Loans were floated in the year just closing, and nearly \$6,000,000,000 of Liberty Loan Bonds were purchased by the people. Yet instead of being depleted the savings-bank de-

posits of the country have been increased. The president of one of the large New York savings banks is quoted as saying on December 20, 1917:

"One of the most remarkable things about the Liberty Loan campaigns is the small effect they have had on the saving banks accounts, which show an increase. This we lay to the appeals made to the American people to purchase the bonds out of their earnings, paying for them from week to week or from month to month. The people appear to be doing as they have been urged, purchasing the bonds from current savings."

THE SOLDIERS TAKING GOVERNMENT INSURANCE

That the wise and beneficent law providing Government insurance for the military and naval forces of the United States is fully appreciated by the soldiers and sailors of the Nation is being every day evidenced.

At Camp Wadsworth, Spartanburg, S. C., during the month of November nearly 20,000 applications were sent to the Bureau of War Risk Insurance; 71 per cent of these was for the maximum amount of \$10,000, 23 per cent was for \$5,000, and 6 per cent was for lesser sums. In 16 companies every single man applied for insurance; in 5 units, 3 of them full companies, every man applied for the maximum of \$10,000.

A spirited campaign of education has been organized and is being conducted to furnish full and thorough information of the workings of the law to those coming under the provisions, and it is believed that the great benefits of this wise and humane provision for the soldiers and sailors of the United States and their dependents will be availed of by practically all of our fighting men.

At the close of the business day of December 20 the Bureau of War Risk Insurance had received applications to the number of 272,122, aggregating \$2,359,402,000 of insurance.

REVENUE OFFICIALS TO ASSIST IN MAKING OUT INCOME-TAX PAPERS

Farmers all over the country are making numerous inquiries about their income-tax returns.

Men of the field force of the Bureau of Internal Revenue of the Treasury Department will visit every county in the United States during January and February. Notice of their arrival will be given in advance.

The services of these officials in making out income-tax returns will be given without cost to all persons requesting it. Failure to see them, however, will not relieve citizens of the duty imposed upon them to file their returns not later than March 1.

Questions as to when a farmer is to make his return of the value of crops and stock, the relation of these things to income, etc., and as to employes and other matters, will all be answered by the revenue field force.

LIBERTY-BOND COUPONS

The interest coupons of Liberty Loan Bonds are payable at any Federal reserve bank or Subtreasury and at the Treasury Department in Washington, and any national bank which is a general depository of Government funds is required to cash these coupons without charge.

It is believed by the Treasury Department that no bank or trust company which is a depository of the proceeds of Liberty Bonds or Treasury certificates of indebtedness will make a charge for collecting the coupons, paying cash to the holder. The service rendered by banking institutions in cashing these interest coupons is a substantial one, but it is hoped that these depositories will perform the service without charge as a patriotic duty.

TWO BITS A DAY CLUBS

Out in Phoenix, Ariz., a movement has been inaugurated for the formation of "Two Bits a Day" clubs, the members of which are to buy a quarter's worth of Thrift Stamps every day. Three men each took a hundred Thrift cards, pasted one stamp in each card, and sold the entire lot before two blocks had been covered.

"Two Bits" is the old term, dating back to the early days of the country, for a quarter of a dollar, and is still used in the South and West. Every patriotic American now wants "to do his bit;" the members of these clubs are carrying out this idea finely in doing their "two bits" every day. It is hoped that "Two Bits a Day" clubs will be formed all over the country in the great war-savings campaign.

A SUGGESTION TO SHIPPERS OF FRUITS, VEGETABLES AND OTHER PERISHABLE FREIGHT THAT THEY PROVIDE THEMSELVES WITH COVERED VANS.

It is understood that some progressive shippers and receivers of fruits, vegetables and other perishable freight in certain large cities have provided themselves with covered vans in which it is possible for them to install portable heaters during very cold weather, thus minimizing the risk of loss or damage by freezing such goods while being hauled across town or during the loading or unloading of cars.

The Food Administration wishes to bring this matter to the special attention of shippers and receivers in general with the suggestion that they give it their immediate and serious consideration to the end that so far as practicable they or many of them may promptly provide themselves with some kind of covered vehicles in like manner.

This suggestion is not intended to encourage the unnecessary handling of fruits, vegetables or other perishable goods during very cold or inclement

weather. Everything must be done to prevent loss, damage or deterioration of such perishables which consist largely of food products.

The Food Administration will be pleased to make a careful note of the names and addresses of all progressive shippers and receivers who have made or are making a special effort to place themselves in positoin to handle food products safely and with the least possible risk of loss or damage thereto.

Yours very truly,

UNITED STATES FOOD ADMINISTRATION.

Per Harry A. Wheeler,

Food Administrator for Illinois.



A LOYAL ACT ON THE PART OF A TRAIN CREW ACKNOWLEDGED BY THE GENERAL SUPERINTENDENT

December 7, 1917.

Mr. S. P. Jones,
Engineer.
Dear Sir:

My attention has been called to your action at Mound Bayou this morning on train No. 12, when you discovered cotton on fire on a platform, where there was a large quantity of exposed cotton, as well as equipment belonging to this company.

The stopping of your train, its protection, extinguishing the fire and the alarm sounded to the people, merits most favorable notice. Your action on this occasion, as well as several others are most gratifying and I shall take pleasure in sending copy of this letter to our management.

Yours truly,
A. H. Egan,
General Superintendent.

Leadership

A Remarkable Address Delivered by Major C. A. Bach, U. S. A., to the
Graduating Officers at Fort Sheridan

THIS is the soldier's analysis of how to be a leader—the farewell instructions given to the student-officers at the Second Training Camp at Fort Sheridan by Major C. A. Bach, a quiet, unassuming army officer acting as an instructor at both the training camps. This address to the men commissioned as officers in his battalion should be read by every young officer in the army and every private soldier and noncommissioned officer as well. It is one of the best compositions on the subject of "Leadership" ever recorded.

The reserve officers* in Major Bach's battalion were so carried away by the speech that they besieged the major for copies that they could take with them into the army and re-read. The Herald, hearing of the great interest aroused, secured the only copy of the address in existence and, with the approval of Colonel James

* * * * *

IN A short time each of you men will control the lives of a certain number of other men. You will have in your charge loyal but untrained citizens, who look to you for instruction and guidance.

Your word will be their law. Your most casual remark will be remembered. Your mannerisms will be aped. Your clothing, your carriage, your vocabulary, your manner of command will be imitated.

When you join your organization you will find there a willing body of men who ask from you nothing more than the qualities that will command their respect, their loyalty and their obedience.

They are perfectly ready and eager to follow you so long as you can convince them that you have these qualities. When the time comes that they are satisfied you do not possess them you might as well kiss yourself good-by. Your usefulness in that organization is at an end.

R. Ryan, publishes the speech in full.

The wisdom of Major Bach's address is as vital to the business man aspiring to leadership or to the section "boss" as to the young leader in the mighty army which democracy now sends forth to fight its battles. The best service you can do for any relative in the army or navy, officer or enlisted man, is to send him this copy of the Herald containing this remarkable address.

Major Bach entered military life through the National Guard, going out as an enlisted man in the Thirteenth Minnesota Infantry. When the regiment was sent to the Philippines young Bach went along as a sergeant. He was promoted to a lieutenantcy in the Thirty-sixth United States Volunteer Infantry. He then went into the regular establishment as a first lieutenant in the Seventh Cavalry and advanced grade by grade to his majority.

From the standpoint of society, the world may be divided into leaders and followers. The professions have their leaders, the financial world has its leaders. We have religious leaders, and political leaders, and society leaders. In all this leadership it is difficult, if not impossible, to separate from the element of pure leadership that selfish element of personal gain or advantage to the individual, without which such leadership would lose its value.

It is in the military service only, where men freely sacrifice their lives for a faith, where men are willing to suffer and die for the right or the prevention of a great wrong, that we can hope to realize leadership in its most exalted and disinterested sense. Therefore, when I say leadership, I mean MILITARY LEADERSHIP.

In a few days the great mass of you men will receive commissions as officers.

These commissions will not make you leaders; they will merely make you officers. They will place you in a position where you can become leaders if you possess the proper attributes. But you must make good—not so much with the men over you as with the men under you.

Men must and will follow into battle officers who are not leaders, but the driving power behind these men is not enthusiasm but discipline. They go with doubt and trembling and with an awful fear tugging at their heartstrings that prompts the unspoken question, "What will he do next?"

* * *

Such men obey the letter of their orders but no more. Of devotion to their commander, of exalted enthusiasm which scorns personal risk, of *their* self-sacrifice to insure *his* personal safety, they know nothing. Their legs carry them forward because their brain and their training tell them they must go. Their spirit does not go with them.

Great results are not achieved by cold, passive, unresponsive soldiers. They don't go very far and they stop as soon as they can. Leadership not only demands but receives the willing, unhesitating, unflinching obedience and loyalty of other men; and a devotion that will cause them, when the time comes, to follow their uncrowned king to hell and back again if necessary.

You will ask yourselves: "Of just what, then, does leadership consist? What must I do to become a leader? What are the attributes of leadership, and how can I cultivate them?"

Leadership is a composite of a number of qualities. Among the most important I would list self-confidence, moral ascendancy, self-sacrifice, paternalism, fairness, initiative, decision, dignity, courage.

Let me discuss these with you in detail. *Self-confidence*, results, first, from exact knowledge; second, the ability to impart that knowledge; and, third, the feeling of superiority over others that naturally follows. All these give the officer poise.

To lead, you must know—you may bluff all your men some of the time, but you can't do it all the time. Men will not have confidence in an officer unless he knows his business, and he must know it from the ground up.

The officer should know more about paper work than his first sergeant and company clerk put together; he should know more about messing than his mess sergeant; more about diseases of the horse than his troop farrier. He should be at least as good a shot as any man in his company.

If the officer does not know, and demonstrates the fact that he does not know, it is entirely human for the soldier to say to himself, "To hell with him, He doesn't know as much about this as I do," and calmly disregard the instructions received.

There is no substitute for accurate knowledge. Become so well informed that men will hunt you up to ask questions; that your brother officers will say to one another, "Ask Smith—he knows."

* * *

And not only should each officer know thoroughly the duties of his own grade but he should study those of the two grades next above him. A twofold benefit attaches to this. He prepares himself for duties which may fall to his lot at any time during battle; he further gains a broader viewpoint which enables him to appreciate the necessity for the issuance of orders and join more intelligently in their execution.

Not only must the officer know but he must be able to put what he knows into grammatical, interesting, forceful English. He must learn to stand on his feet and speak without embarrassment.

I am told that in British training camps student officers are required to deliver ten-minute talks on any subject they may choose. That is excellent practice. For to speak clearly one must think clearly, and clear, logical thinking expresses itself in definite, positive orders.

While self-confidence is the result of knowing more than your men, *moral ascendancy* over them is based upon your

belief that you are the better man. To gain and maintain this ascendancy you must have self-control, physical vitality and endurance and moral force.

You must have yourself so well in hand that, even though in battle you be scared stiff, you will never show fear. For if you by so much as a hurried movement or a trembling of the hands, or a change of expression, or a hasty order hastily revoked, indicate your mental condition it will be reflected in your men in a far greater degree.

In garrison or camp many instances will arise to try your temper and wreck the sweetness of your disposition. If at such times you "fly off the handle" you have no business to be in charge of men. For men in anger say and do things that they almost invariably regret afterward.

An officer should never apologize to his men; also an officer should never be guilty of an act for which his sense of justice tells him he should apologize.

Another element in gaining moral ascendancy lies in the possession of enough physical vitality and endurance to withstand the hardships to which you and your men are subjected, and a dauntless spirit that enables you to not only accept them cheerfully but to minimize their magnitude.

Make light of your troubles, belittle your trials and you will help vitally to build up within your organization an esprit whose value in time of stress cannot be measured.

Moral force is the third element in gaining moral ascendancy. To exert moral force you must live clean, you must have sufficient brain power to see the right and the will to do right.

BE AN EXAMPLE TO YOUR MEN. An officer can be a power for good or a power for evil. Don't preach to them—that will be worse than useless. Live the kind of life you would have them lead, and you will be surprised to see the number that will imitate you.

A loud-mouthed, profane captain who is careless of his personal appearance will have a loud-mouthed, profane, dirty company. Remember what I tell you. Your company will be the reflection of

yourself. If you have a rotten company it will be because you are a rotten captain.

Self-sacrifice is essential to leadership. You will give, give all the time. You will give of yourself physically, for the longest hours, the hardest work and the greatest responsibility is the lot of the captain. He is the first man up in the morning and the last man in at night. He works while others sleep.

You will give of yourself mentally, in sympathy and appreciation for the troubles of men in your charge. This one's mother has died, and that one has lost all his savings in a bank failure. They may desire help, but more than anything else they desire sympathy.

Don't make the mistake of turning such men down with the statement that you have troubles of your own, for every time that you do **YOU KNOCK A STONE OUT OF THE FOUNDATION OF YOUR HOUSE.**

* * * *

Your men are your foundation, and your house of leadership will tumble about your ears unless it rests securely upon them.

Finally, you will give of your own slender financial resources. You will frequently spend your own money to conserve the health and well-being of your men or to assist them when in trouble. Generally you get your money back. Very infrequently you must charge it to profit and loss.

When I say that paternalism is essential to leadership I use the term in its better sense. I do not now refer to that form of paternalism which robs men of initiative, self-reliance and self-respect. I refer to the paternalism that manifests itself in a watchful care for the comfort and welfare of those in your charge.

Soldiers are much like children. You must see that they have shelter, food and clothing, the best that your utmost efforts can provide. You must be far more solicitous of their comfort than of your own. You must see that they have food to eat before you think of your own; that they have each as good

a bed as can be provided before you consider where you will sleep. You must look after their health. You must consider their strength by not demanding needless exertion or useless labor.

And by doing all these things you are breathing life into what would be otherwise a mere machine. You are creating a soul in your organization that will make the mass respond to you as though it were one man. And that is esprit.

And when your organization has this esprit you will wake up some morning and discover that the tables have been turned; that instead of your constantly looking out for them they have, without even a hint from you, taken up the task of looking out for you. You will find that a detail is always there to see that your tent, if you have one, is promptly pitched; that the most and the cleanest bedding is brought to your tent; that from some mysterious source two eggs have been added to your supper when no one else has any; that an extra man is helping your men give your horse a supergrooming; that your wishes are anticipated; that every man is "Johnny on the spot." And then you have arrived.

Fairness is another element without which leadership can neither be built up nor maintained. There must be first that fairness which treats all men justly. I do not say alike, for you cannot treat all men alike—that would be assuming that all men are cut from the same piece; that there is no such thing as individuality or a personal equation.

YOU CANNOT TREAT ALL MEN ALIKE; a punishment that would be dismissed by one man with a shrug of the shoulders is mental anguish for another. A company commander who for a given offense has a standard punishment that applies to all is either too indolent or too stupid to study the personality of his men. In his case justice is certainly blind.

Study your men as carefully as a surgeon studies a difficult case. And when you are sure of your diagnosis apply the remedy. And remember that you apply the remedy to effect a cure, not merely

to see the victim squirm. It may be necessary to cut deep, but when you are satisfied as to your diagnosis don't be diverted from your purpose by any false sympathy for the patient.

Hand in hand with fairness in awarding punishment walks fairness in giving credit. Everybody hates a human hog.

When one of your men has accomplished an especially creditable piece of work see that he gets the proper reward. **TURN HEAVEN AND EARTH UPSIDE DOWN TO GET IT FOR HIM.** Don't try to take it away from him and hog it for yourself. You may do this and get away with it, but you have lost the respect and loyalty of your men. Sooner or later your brother officers will hear of it and shun you like a leper. In war there is glory enough for all. Give the man under you his due. The man who always takes and never gives is not a leader. He is a parasite.

There is another kind of fairness—that which will prevent an officer from abusing the privileges of his rank. When you exact respect from soldiers be sure you treat them with equal respect. Build up their manhood and self-respect. Don't try to pull it down.

For an officer to be overbearing and insulting in the treatment of enlisted men is the act of a coward. He ties the man to a tree with the ropes of discipline and then strikes him in the face, knowing full well that the man cannot strike back.

Consideration, courtesy and respect from officers toward enlisted men are not incompatible with discipline. They are parts of our discipline. Without initiative and decision no man can expect to lead.

In maneuvers you will frequently see, when an emergency arises, certain men calmly give instant orders which later, on analysis, prove to be, if not exactly the right thing, very nearly the right thing to have done. You will see other men in emergency become badly rattled; their brains refuse to work, or they give a hasty order, revoke it; give another, revoke that; in short, show every indication of being in a blue funk.

Regarding the first man you may say: "That man is a genius. He hasn't had time to reason this thing out. He acts intuitively." Forget it. Genius is merely the capacity for taking infinite pains. The man who was ready is the man who has prepared himself. He has studied beforehand the possible situation that might arise; he has made tentative plans covering such situations. When he is confronted by the emergency he is ready to meet it.

He must have sufficient mental alertness to appreciate the problem that confronts him and the power of quick reasoning to determine what changes are necessary in his already formulated plan. He must have also the decision to order the execution and stick to his orders.

Any reasonable order in an emergency is better than no order. The situation is there. Meet it. It is better to do something and do the wrong thing than to hesitate, hunt around for the right thing to do and wind up by doing nothing at all. And, having decided on a line of action, stick to it. Don't vacillate. Men have no confidence in an officer who doesn't know his own mind.

Occasionally you will be called upon to meet a situation which no reasonable human being could anticipate. If you have prepared yourself to meet other emergencies which you could anticipate, the mental training you have thereby gained will enable you to act promptly and with calmness.

You must frequently act without orders from higher authority. Time will not permit you to wait for them. Here again enters the importance of studying the work of officers above you. If you have a comprehensive grasp of the entire situation and can form an idea of the general plan of your superiors, that and your previous emergency training will enable you to determine that the responsibility is yours and to issue the necessary orders without delay.

The element of PERSONAL DIGNITY is important in military leadership. Be the friend of your men, but do not become their intimate. Your men

should stand in awe of you—not fear. If your men presume to become familiar it is your fault, not theirs. Your actions have encouraged them to do so.

* * *

And, above all things, don't cheapen yourself by courting their friendship or currying their favor. They will despise you for it. If you are worthy of their loyalty and respect and devotion they will surely give all these without asking. If you are not, nothing that you can do will win them.

It is exceedingly difficult for an officer to be dignified while wearing a dirty, spotted uniform and a three days' stubble of whiskers on his face. Such a man lacks *self-respect*, and *self-respect* is an essential of dignity.

There may be occasions when your work entails dirty clothes and an unshaven face. Your men all look that way. At such times there is ample reason for your appearance. In fact, it would be a mistake to look too clean—they would think that you were not doing your share. But as soon as this unusual occasion has passed set an example of personal neatness.

And then I would mention courage. Moral courage you need as well as physical courage—that kind of moral courage which enables you to adhere without faltering to a determined course of action, which your judgment has indicated as the one best suited to secure the desired results.

You will find many times, especially in action, that, after having issued your orders to do a certain thing, you will be beset by misgivings and doubts; you will see or think you see other and better means for accomplishing the object sought. You will be strongly tempted to change your orders. Don't do it until it is clearly manifested that your first orders were radically wrong. For, if you do, you will be again worried by doubts as to the efficacy of your second orders.

Every time you change your orders without obvious reason you weaken your authority and impair the confidence

of your men. Have the moral courage to stand by your order and see it through.

Moral courage further demands that you assume the responsibility for your own acts. If your subordinates have loyally carried out your orders and the movement you directed is a failure, the failure is yours, not theirs. Yours would have been the honor had it been successful. Take the blame if it results in disaster. Don't try to shift it to a subordinate and make him the goat. That is a cowardly act.

Furthermore, you will need moral courage to determine the fate of those under you. You will frequently be called upon for recommendations for the promotion or demotion of officers and non-commissioned officers in your immediate command.

Keep clearly in mind your *personal integrity* and the duty you owe your country. Do not let yourself be deflected from a strict sense of justice by feelings of personal friendship. If your own brother is your second lieutenant, and you find him unfit to hold his commission, eliminate him. If you don't your lack of moral courage may result in the loss of valuable lives.

If, on the other hand, you are called upon for a recommendation concerning a man whom for personal reasons, you thoroughly dislike, do not fail to do him full justice. Remember that your aim is the general good, not the satisfaction, of an individual grudge.

I am taking it for granted that you have physical courage. I need not tell you how necessary that is. Courage is more than bravery. Bravery is fearlessness—the absence of fear. The merest dolt may be brave, because he lacks the mentality to appreciate his danger; he doesn't know enough to be afraid.

Courage, however, is that firmness of spirit, that moral backbone which, while fully appreciating the danger involved, nevertheless goes on with the undertaking. Bravery is physical; courage is mental and moral. You may be cold all over; your hands may tremble; your legs

may quake; your knees be ready to give way—that is fear. If, nevertheless, you go forward; if, in spite of this physical defection you continue to lead your men against the enemy, you have courage. The physical manifestations of fear will pass away. You may never experience them but once. They are the "buck fever" of the hunter who tries to shoot his first deer. You must not give way to them.

A number of years ago, while taking a course in demolitions, the class of which I was a member was handling dynamite. The instructor said regarding its manipulation: "I must caution you gentlemen to be careful in the use of these explosives. One man has but one accident." And so I would caution you. If you give way to the fear that will doubtless beset you in your first action, if you show the white feather, if you let your men go forward while you hunt a shell crater, you will never again have the opportunity of leading those men.

Use judgment in calling on your men for displays of physical courage or bravery. **DON'T ASK ANY MAN TO GO WHERE YOU WOULD NOT GO YOURSELF.** If your common sense tells you that the place is too dangerous for you to venture into, then it is too dangerous for him. You know his life is as valuable to him as yours is to you.

Occasionally some of your men must be exposed to danger which you cannot share. A message must be taken across a fire-swept zone. You call for volunteers. If your men know you and know that you are "right" you will never lack volunteers, for they will know your heart is in your work, that you are giving your country the best you have, that you would willingly carry the message yourself if you could. Your example and enthusiasm will have inspired them.

And, lastly, if you aspire to leadership, I would urge you to **STUDY MEN.**

Get under their skins and find out what is inside. Some men are quite different from what they appear to be on

the surface. Determine the workings of their minds.

Much of General Robert E. Lee's success as a leader may be ascribed to his ability as a psychologist. He knew most of his opponents from West Point days, knew the workings of their minds, and he believed that they would do certain things under certain circumstances. In nearly every case he was able to anticipate their movements and block the execution.

You cannot know your opponent in this war in the same way. But you can know your own men. You can study each to determine wherein lies his strength and his weakness; which man can be relied upon to the last gasp and which cannot.

KNOW YOUR MEN, KNOW YOUR BUSINESS, KNOW YOURSELF.—*Chicago Sunday Herald*, Dec. 2, 1917.

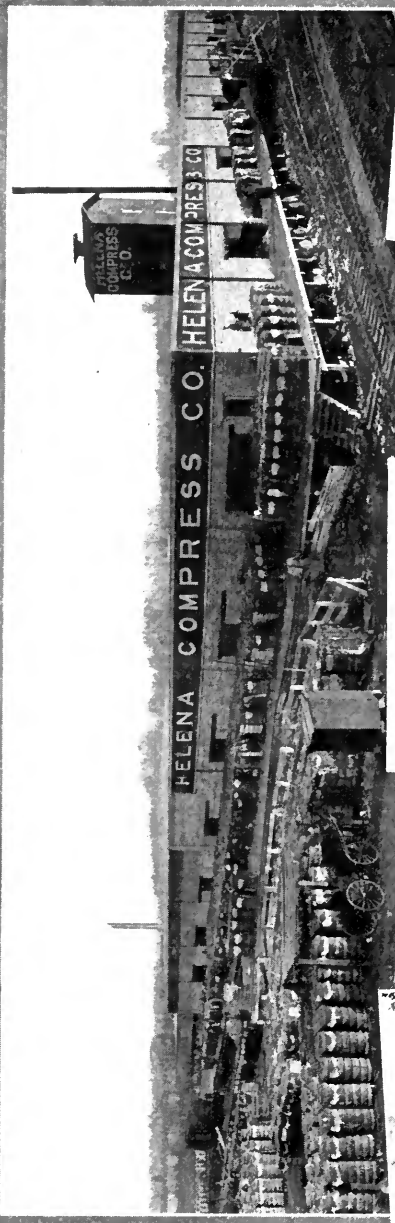
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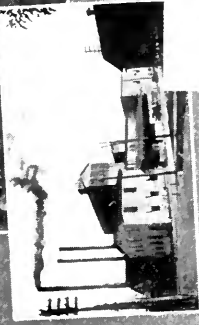
Concrete
Roads



Helena
Ark

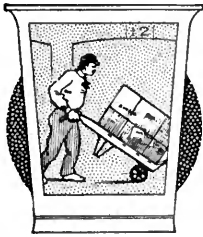


*Industries
of
Helena, Ark.*



FREIGHT TRAFFIC

DEPARTMENT



Egypt

By Will W. Husband, Centralia, Ill.

“EGYPT” is that part of Illinois lying south of the Baltimore & Ohio Railroad. In this territory there are twenty-six counties, with an approximate population of one million people. It is bounded on the east by the Wabash River, and on the south and west by the Ohio and Mississippi Rivers.

Originally forests covered the greater portion of the State of Illinois, while the central and northern sections were originally covered with grasses. “Egypt” is more or less hilly, and the Ozark Ridge, which enters the state at Grand Tower, crosses half a dozen counties to the Ohio River.

Until the last decade or so farming was the principal occupation of this region. True, coal mining had been carried on for years, but not on the magnitude the industry is now conducted. It was not until about twenty years ago that Southern Illinois began to attract the attention of the outside world to any great extent, since which time the mining business has been developed on a large scale; indeed, “Egypt” is now considered one of the most important coal fields of the nation. As a result of the opening up of these vast mines, railroads and electric lines have been constructed, new towns have been erected and various manufacturing plants have been established at different points in Southern Illinois.

“Egypt” is not rich in coal alone, for

other valuable minerals are produced in this section. The fluor-spar mines of Hardin County are said to be second to none in the world. This county also produces some silver and lead. Silica is very profitably mined in Union and Alexander Counties. Some ten or twelve years ago oil was discovered in paying quantities in parts of Southern Illinois, which added materially to the wealth of the community. It is believed that other oil pools exist, particularly in the more southern counties, and considerable prospecting work is now under way.

The dairy industry is at present receiving considerable attention in Southern Illinois; farmers are no longer depending exclusively on grain crops, but are taking up dairying and stock raising. Conditions for the conducting of this business in this locality are ideal. The growing season in Southern Illinois is about one hundred and ninety days, while the growing season in more northern localities is one hundred and fifty days. Nearly all varieties of hay and grass grow to perfection on the uplands and prairies, and the rich bottom lands never fail to yield an abundance of excellent corn. Then, too, the great markets of Chicago and St. Louis are near and shipping facilities are unexcelled.

The Illinois Central Railroad Company is now co-operating with the farmers, bankers and business men of Southern Illinois with the view of es-

tablishing the dairy industry on a firm basis, and it is gratifying to know that this work, which is in charge of Mr. W. S. Matthews, Dairy Extension Agent, is meeting with success. In this connection, the Illinois Central Railroad Company is appealing to farmers to make a more liberal use of crushed limestone. It has been demonstrated that Southern Illinois land, treated with ground lime and phosphate, will yield twenty more bushels of wheat to the acre than ordinarily. Dr. Hopkins, a noted authority on agriculture, has given this subject much study and has been conducting a series of experiments on a farm he purchased in Marion County several years ago. Commenting on the result of his work, the *Chicago Tribune* says:

"Some years ago, Dr. Cyril G. Hopkins, the famous agriculturist of our state university, bought a place down in Southern Illinois. The soil was originally the prairie type common in that part of the state, but it had become so depleted by bad farming that it was known throughout the country as 'Poorland Farm.' Dr. Hopkins kept the name, but on that supposedly exhausted soil, he raised this year forty-four bushels of wheat to the acre.

"There is nothing mysterious and nothing expensive about his success. He practices a sensible crop rotation, and uses the fertilizer combination which has proved at the agricultural experiment station to give the best results. Even this year, he tried out his land with three methods of fertilizing, and here is the result:

"Manure alone	7.7 bu. per acre
"Manure and limestone..	21.3 bu. per acre
"Manure, limestone and raw phosphate	44.1 bu. per acre

"Soil treatment like that pays, even with wheat at moderate prices. With wheat prices at the altitude fixed by law for the next year, big crops of bread cereal are the surest source of wealth known."

Southern Illinois offers splendid opportunities to investors. Being situated midway between the North and the South, and the East and the West, its location is significant. With its numerous railways extending in all directions, and its water boundaries formed by the three rivers previously mentioned, "Egypt" has an ideal system of transportation by rail and water. A new era is dawning over Southern Illinois and "Egypt" is coming into her own.

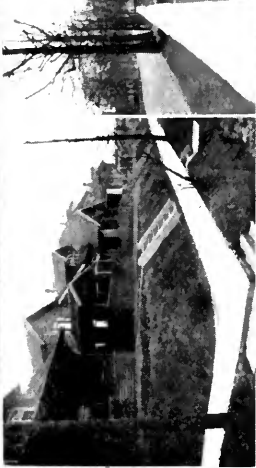
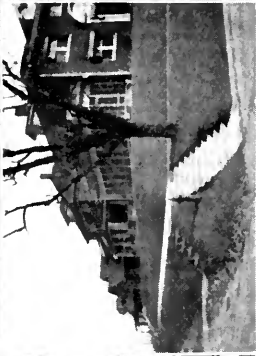
Resolutions Adopted by the Sub-committee, Birmingham, Alabama, Executive Committee, the American Railway Association

"Resolved, that the Local Freight Agents, as well as officers of the transportation lines in the territory covered by this Committee, should determine in all cases the destination of shipments for which cars are asked to be placed, before placing cars, and restrict the placing for shipments *only* to such points as are not embargoed and where destinations are such as will permit of shipments moving through junction points that are not embargoed or that are known not to be congested.

"Be it further Resolved, that where

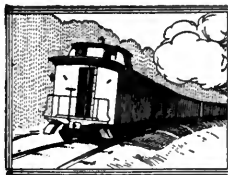
shippers tender reconsigning instructions to an embargoed destination or via an embargoed route, said instructions be declined and the shipment held at reconsigning point on the original billing, demurrage rules to apply thereon until shipment is delivered or reconsigned to a point not embargoed.

"Be it further Resolved, that traffic officials of lines, members of this Committee, make special effort through their field representatives and local agents to discourage the reconsignment of shipments on the part of shippers and others."

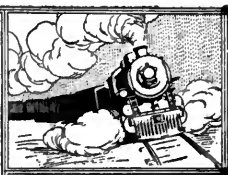


Residential Section
Helena Ark.





TRANSPORTATION DEPARTMENT



The Railroads' Duty in War

C. W. Shave, Train Master

EVERYBODY is closely watching the progress being made in stamping out despotism and inaugurating democracy in Europe in the great conflict with Germany and her Allies. In many instances the news received through the press and otherwise has anything but a satisfactory effect. We frequently read where the Allies of America have gained some point of vantage only to be hurled back with stubborn resistance by their enemy, and thus far has left considerable opportunity for those not actually engaged in close vicinity of the engagements to draw their own conclusions as to the progress being made.

We do know, however, that the entire world is looking forward with implicit confidence to the Railways of American and Europe to do their part without procrastination towards the successful prosecution of lasting peace.

America has been greatly favored in having avoided devastation thus far from active naval, aerial and land engagements with the enemy, leaving our facilities and forces intact, and only reduced in efficiency to a small percent by volunteer service and draft. The latter, however, should and can be overcome by the proper spirit of patriotism and loyalty to our country, by the combined efforts on the part of all, from the highest executive to the lowest in rank of service.

Chief executives have properly announced their intention of unselfish ideals in proclaiming to the President of the United States that the facilities of

the railroad properties, represented through them, were ready to be operated as a unit to serve our country in national defense. This statement, in my judgment, was one of the most glorious tributes ever expressed in favor of railroad employes in general, as when their statement gained circulation it also proclaimed to the world that there is approximately two and one half million efficiently trained men engaged on American railways ready to take part in the conflict by lending their untiring efforts in keeping the arteries of commerce open for the movement of munitions and food stuffs, which means so much towards alleviating suffering among those who have joined the colors in defending our cause for the glory of America and the service of humanity, which is a patriotic duty of every true American born, bred and seeking sustenance on the soil of freedom—the land abundant with free institutions and opportunities without restrictions.

Thus far marvelous results have been accomplished considering the volume of traffic and narrowness of facilities by reason of lean earnings of properties due to adverse public opinion and legislation, facing a propaganda of crime, treachery and lawlessness, through pro-German influence in order to foment industrial discord among employes, which made paramount the question of combining loyalty in such of us as were left on the properties, the larger number of whom having reached an age that not only excluded them from conscription but as volunteers from active service as well.

The various obstacles have been largely overcome due primarily to increased efficiency on the part of older men retained in service, in that they have put forth every effort in assisting in educating the younger and inexperienced men, have solidly refrained from requesting leave of absence and untiringly and uncomplainingly devoted their energies in assisting in the movement of an abnormally increased traffic in war material as well as shipments for domestic consumption. These results would not

have been possible and the movement of traffic would have been greatly retarded, were it not for the loyalty and combined efforts of the railroad employes. This loyalty should be continued with unlimited energy on the part of all for an early conclusion of permanent peace, and our actions so guarded that when that time arrives the railroads and their employes will pass into history as having done their full duty to country and flag in its fight to "Make the World Safe for Democracy."

I. C. Coal Car at High Speed

By J. F. Porterfield, General Superintendent of Transportation

UNDER the heading of. "Why Is the Coal Famine?" a story written by a Cleveland newspaper man, who made a coal car his companion in the southern Ohio coal fields, has been going the rounds. He is reported to have stayed with the car until it had delivered its cargo in Cleveland and returned to

the mine for another load. It is said that when this newspaper man started on the assignment he was one of the younger members of the staff, but that he had been on the assignment so long that when he returned he was one of the older members of the staff. Following is the record of the movement of the car as given by the reporter:

Stops.	Time lost.
At Rush Run mine, after loading.....	19 hours, 30 minutes.
At siding, three miles from mine.....	19 hours, 5 minutes
At "RO" station, near Toronto.....	46 hours, 45 minutes
At Wellsville yards (exclusive of time necessary for routine).....	13 hours, 20 minutes
At Bedford yards (exclusive of routine).....	32 hours
At Kinsman yards (exclusive of routine).....	38 hours
At Woodland extension yards.....	5 hours, 30 minutes
At transfer track	21 hours, 45 minutes
At Quincy yards	18 hours, 30 minutes
At foundry (company's failure to handle it promptly).....	170 hours, 40 minutes
At foundry (after unloading).....	1 hour, 30 minutes
At Quincy yards	5 hours, 30 minutes
At transfer track	4 hours, 30 minutes
At extension track	32 hours, 35 minutes
At Canal Dover yards.....	17 hours, 45 minutes
At Kinsman yards	17 hours, 42 minutes
At Cambridge yards	19 hours
Total time lost—20 days, 1 hour, 22 minutes.	

Perhaps there are coal cars which dilly-dally along the road like this one is reported to have done, due to failure of consignees to promptly unload and other causes, but I believe this to be the exception. However, the incident sug-

gested to me the idea of having the movement of several of our coal cars checked from the records. Among a large number of cars having good performances to their credit, I noticed I. C. car 85,514. In eleven days this car

traveled 1,249 miles, or an average of 113 miles per day. Following is the record:

Left Fordham empty, 4:30 A. M., November 6, for DuQuoin, Ill.

Arrived DuQuoin 11:10 A. M., November 7, and loaded at DuQuoin with coal for Haleyville, Ala.

Arrived at Mounds, Ill., enroute to Haleyville, 4:00 P. M., November 8.

Arrived at Haleyville 7:45 P. M., November 10.

Load of coal discharged at Haleyville and car sent DeKoven, Ky., for another load of coal.

Arrived at DeKoven 12:30 P. M., November 15, and loaded with coal for Water Valley, Miss.

Arrived at Water Valley, Miss., 11:15 A. M., November 17, completing its journey of 1,249 miles, which it was required to run in order to haul two loads of coal from the mines to consumers.

It is no uncommon thing for coal cars on the Illinois Central to make 100 miles per day, but, of course, that is better than the average. These little stories

about cars which dilly-dally along the road, and those which run at dizzy rates of speed, are of no particular value, because for every dilly-dallying coal car one can be found that makes high speed. It is not the record of the occasional car that should either condemn or uplift a railroad in the eyes of the public. The thing which should count is the record of a railroad system for periods of three months, six months or one year. During the year just ended, the Illinois Central hauled 433,265 car loads of coal, which is an increase of 81,129 over the preceding year, or 23 per cent, and the performance for 1916 held the record until it was smashed by the record of 1917. Another thing which we did in 1917 was to reduce the average car days per load of coal by one day; that is, during 1917, our coal cars made the trip from the mines to the consumer and return in one day less per load than our previous best record. By reducing the average car days per load one day, we gained 3,000 cars for coal loading per month.



ALFALFA FIELD, PHILLIPS COUNTY, ARKANSAS.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

The Value of Rice as a Food

In these days, when the question of food supply has become so serious, it becomes necessary to seek adequate substitutes for bread, potatoes, and ordinary staple foods which have been used most commonly in the past. Many ardent advocates have offered as a substitute for the previously commonly used starchy foods the more general use of rice. Rice as a food and sustenance seems to be worthy of our most careful consideration. Carefully prepared articles have pointed out the well known and excellent qualities of this cereal and it is gaining headway in the public regard. However, we find that old prejudices are still hard to overcome in some quarters.

The Toledo Blade for instance, says derisively "There is little difference between rice and hominy. Both taste like nothing." To which the Albany Journal replies: "Now will the Toledo Blade kindly explain the taste of potatoes. Nothing that contains considerable starch can have much taste." The Blade's laconic rejoinder is, "Potatoes taste like a square meal."

The Birmingham Age-Herald thinks, "Rice may cut down the high cost of living, but if a person doesn't happen to like rice, it will also lessen materially the pleasure of living." A contemporary gives eight ways of cooking rice, but Mrs. Lafayette Park says that there is but one way to dispose of it and that is to let somebody else eat it.

The Milwaukee Sentinel shows a more receptive disposition and remarks, "In these rare potato days, it is good to discover that we can eat rice without feel-

ing Chinafied or even Japped" The New York Sun warmly rallies to the defense with, "Persons who object to rice on the ground that the Chinese eat it, should shun beef which is the food of the hyena." The contribution of the Pittsburg-Gazette Times to the discussion is, "Instead of showering a bride with rice, the smart thing to do is to send it around to her flat on her first at-home day."

The Toledo Blade writer concedes, "This column hopes it is broad enough to favor rice for those who like it," but the Kansas City Star quotes the following antipathetic item from the Iola Kansas Register, "When Ham Berger of Olathe proposed an extravagant venture one day last week, Mrs. Ham said severely, 'A dollar will keep a heathen Chinese in rice for a whole month.' Ham retorted, 'The information means nothing to me. A dollar would keep me in rice for five years and if there didn't happen to be any weddings, for the rest of my misspent life'."

The Seattle Post-Intelligence makes a powerful argument when it says, "While the American potato crop of last year was 76,000,000 bushels below normal, the rice crop was 47,000,000 bushels above normal. The nutritive value of rice, pound for pound, is about four times that of potatoes." The friends of rice contend that the fault of its unpopularity among many is that it is not properly prepared, and properly cooked.

The Houston Post generously declares, "It is all right to send cooks North to show the dear old Yankee how to cook rice," and adds still more cordially, "If the Yankee will be good and vote the

Democratic ticket regularly hereafter, we may send up some cooks to show them about cooking hoe-cake and fried chicken."

The New York Morning Telegraph which is sincerely pro-rice, after remarking that the potato became popular in the first instance because it was cheap, not because it was extraordinarily nutritious, says that beans or rice will go two or three times as far and are just as wholesome. It then goes on to point out the

vide the most food units for a given sum of money. The average man requires from 3,000 to 3,500 food units each day. Your lunch, for instance, should consist of 700 to 1000 calories. Most of us do not measure our food supply in terms of food units or calories but we do learn from a practical standpoint, that it requires a certain amount of food units or calories in order to keep us from feeling hungry. Food should contain constituents for solid body tissue. With reference to



RICE FIELD, PHILLIPS COUNTY, ARKANSAS.

inconsistency of many anti-ricers in the following:

"He swore by all the gods of war
He never would eat rice
He wouldn't now be Chinafied
No matter what the price
The Chinks can eat it if they will
But not for mine he said
I have no coolie appetite
Please pass the meat and bread."
And then he met a White Light friend
And hailed him, "Come on Loui-ee
We'll drop in at the Chinaman's
And tackle his Chop-Suey."

However, from the standpoint of the housewife, the problem of reducing the cost of living resolves itself into determining not necessarily what articles cost the least but what articles of food pro-

vide the most food units for a given sum of money. The average man requires from 3,000 to 3,500 food units each day. Your lunch, for instance, should consist of 700 to 1000 calories. Most of us do not measure our food supply in terms of food units or calories but we do learn from a practical standpoint, that it requires a certain amount of food units or calories in order to keep us from feeling hungry. Food should contain constituents for solid body tissue. With reference to

rice, we are told that 2 heaping table-spoonsful of boiled rice contain as much food value as 2 and one-half eggs that are boiled. One pound of rice costs 6 cents and contains 1,610 food units while a pound of potatoes costs 7 cents and contains 370 food units. More nourishment can be obtained by boiling two-fifths of a pound of rice costing 2 and two-fifths cents than is contained in six medium sized potatoes which cost probably 14 cents.

In the use of rice, it is extremely important that it should be properly prepared, both as regards rendering it easy of digestion, as well as to have it tastefully prepared in order to be palatable. The following method is suggested:

Wash the rice in 5 or 6 changes of

water. For 1 cup of rice, use 3 and one-half cups of water adding a scant teaspoonful of salt and salt spoonful of butter substitute. After the rice has been drained from previous washing and the salt water with the bit of fat has been brought to a brisk boil, drop the rice into the boiling water. Boil for 15 minutes, keeping it properly covered with a lid. Do not stir the rice as the grains will be broken. To avoid burning when using a gas stove, place an iron or asbestos plate under the pan. At the end of 15 minutes the water will be absorbed and the grains will puff up. Remove the cover from the pot and let rice dry for 20 minutes over the back of the stove or in a slow oven. This rice so prepared contains approximately 65¢ units or enough to constitute what is usually re-

garded as a potato portion of a meal.

A combination of baked beans and boiled rice flavored with minced onion fried in butter substitute, costs 4 and one-half cents, and contains enough for a meal for one person. A combination of herring and rice contains sufficient food value for a meal for one person and can be prepared at a total cost of 8 cents.

American people are notably lacking in economy. This pertains to food supplies as well as other things. It behooves us to learn more of food values and of the economical preparation of properly cooked foods, and it is especially important at this time, both on account of the greatly increased cost of food supplies, as well as the necessity to the United States of conserving all foods, because of their importance in this World's War.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

East St. Louis, Ill., October 2, 1916.

Mr. G. W. Shaw,
Train Master,
East St. Louis, Ill.

Dear Sir:

Allow me to thank one and all of you through the Illinois Central Magazine for the kind and efficient treatment I received while under the care of the Illinois Central Hospital Department during the month of September, 1916. I was a patient at the new company hospital at Chicago and the treatment I received was magnificent, sublime. The hospital staff one and all are of the best; the physicians and surgeons are second to none. I do not think that my appreciation can be properly expressed for the service and treatment rendered.

I have always been in favor of the Hospital Department and the 50 cents that is given monthly guarantees to all employes that the best of treatment will be furnished them when sick or injured. We have one of the most up-to-date hospitals in the land.

Thanking you again for your kind treatment while at hospital, I remain,

Yours respectfully,
J. P. Foster,
Conductor.

Fulton, Ky., October 18, 1916.

Dr. G. G. Dowall,
Chief Surgeon,
Chicago, Ill.

My Dear Doctor:

On October 2nd I placed myself under the care of the Hospital Department at Paducah Hospital and underwent an operation, which was most satisfactorily performed and which promises great improvement in my health. The capable and at the same time kind attention which I received from the Hospital Department staff at Paducah reflects expertness, and is of inestimable credit to your organization.

Wishing for you continuous success, I am,

Yours very truly,
G. L. Robertson,
Train Dispatcher.

Morganfield, Ky., November 12, 1916.

Dr. J. Q. Taylor,
Assistant Chief Surgeon,
Illinois Central Hospital,
Paducah, Ky.

Dear Doctor:

It fell to my lot to be a patient at the Illinois Central Hospital for thirteen days this month. I am taking this, my first

time, to thank you and your entire staff for the good treatment I received while under your care. I only wish that every employe on the I. C. System could see and know just what a great institution the company has provided for their benefit.

The Hospital Department has provided us with an institution that is equal and in many respects far superior to many hospitals. At the Paducah Hospital any employe may go as to his own home and feel assured that he will receive the very best

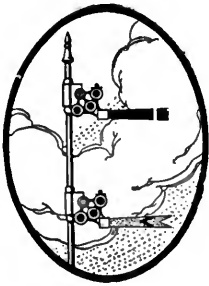
of medical and surgical treatment that can be furnished. It is the place for all employes and all get the same treatment, which is the very best.

I realize that the 50 cents per month which contributors pay to the Hospital Department, is the best investment that any one can make.

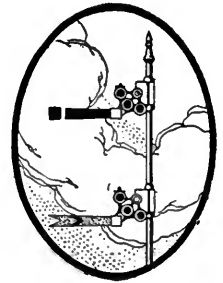
Respectfully yours,
W. M. Farmer,
Section Foreman,
Kentucky Division.



STANDING TIMBER IN PHILLIPS COUNTY, ARKANSAS.



SAFETY FIRST



COMPARATIVE STATEMENT OF FATAL AND SERIOUS NON-FATAL INJURIES OCCURRING DURING THE YEARS 1917 AND 1916

I. C. R. R. and Y. & M. V. R. R.

		Employees		Trespassers		Others	
		K.	I.	K.	I.	K.	I.
January	1917.....	5	16	10	5	9	5
"	1916.....	4	17	12	8	1	7
February	1917.....	1	18	15	8	4	3
"	1916.....	2	13	5	4	1	—
March	1917.....	3	6	10	8	1	4
"	1916.....	2	20	10	10	2	5
April	1917.....	2	9	7	4	2	1
"	1916.....	2	9	10	10	—	5
May	1917.....	3	4	6	4	4	2
"	1916.....	2	9	11	10	1	2
June	1917.....	4	9	10	1	3	3
"	1916.....	1	18	14	12	1	—
July	1917.....	3	4	11	5	6	2
"	1916.....	2	12	8	18	2	4
August	1917.....	8	19	9	10	7	3
"	1916.....	4	7	13	13	9	5
September	1917.....	4	12	16	4	3	1
"	1916.....	6	10	22	23	—	—
October	1917.....	1	6	11	5	7	5
"	1916.....	3	18	9	14	11	15
November	1917.....	9	17	13	2	10	13
"	1916.....	1	12	16	8	4	6
December	1917.....	10	12	14	5	4	7
"	1916.....	7	21	16	4	6	1
Total: 1917.....		53	132	132	61	70	49
Total: 1916.....		36	166	146	134	38	50

1917 over 1916 I—17 D—34 D—14 D—73 I—32 D—1

Note: D—Decrease

I—Increase.

ILLINOIS CENTRAL RAILROAD COMPANY; THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY.

Rules for Crossing Watchmen and Gate Towermen

Read These Instructions Carefully and Post Them in Your Shanty

1. PREVENT ACCIDENTS—This is your duty.

2. No visitors allowed.

3. All crossing employes shall remain on duty during their specified hours and shall not be absent except when relieved by the employing officer.

4. Keep a careful watch and warn all persons on foot and occupants of automobiles, vehicles, etc. of an approaching train.

5. TO WARN—STAND BETWEEN TRACKS where you can best be seen, and hold your STOP sign or lamp extended above the shoulder, so that it can be clearly seen. DO NOT STAND ON TRACK.

6. Where gates are provided, lower them when train is within 2 blocks of crossing. Do not raise until after rear end of train clears crossing.

7. Before lowering gates, ring warning bell in ample time.

8. When gates are out of order, make prompt report to your superior and pro-

tect crossing with STOP sign by day and lamp at night.

9. Gatemen must not pour oil in pump or air line, but should oil the mechanism in the gate post twice each week, wiping off surplus oil from gate post.

10. Place lights on gates at sundown and also in dark or foggy weather.

11. Report failure of automobiles to stop after being signalled, by obtaining the license number and identity of the machine.

12. In case of accident obtain the names of people injured and their addresses. Also the names and addresses of any witness to the accident.

13. Keep premises around shanty free and clear of rubbish, and allow nothing to be placed on windows of shanty to interfere with view.

14. Warn trespassers and children to keep off and away from tracks.

A. E. Clift,
General Manager.

Chicago, Oct. 1, 1917.

AN ILLINOIS CENTRAL PENSIONER IS DOING HIS BIT FOR THE PASSENGER DEPARTMENT

Port Arthur, Texas, November 18, 1917.

Mr. W. H. Brill,

A. G. P. of the I. C. R. R.

Dear Sir:—Mr. J. Luffer and wife have just returned from a trip to New York City via Chicago over our road from New Orleans, and were well pleased with the trip over our road. This man has a shoe store here. One day in September he was telling me that he was going to New York City for thirty days and he would sure like to go by the way of Chicago, but the fare would be too much. I asked him what route had he been going over the L. & N. R. R. out of New Orleans. So we went to the agent here. He was shown that the fare was the same either way. He was glad to make the trip over the I. C. R. R. At some future time have this put in our magazine and maybe some of my brother pensioners will help a little along this line.

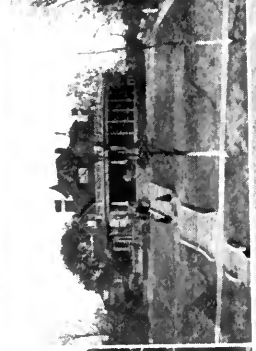
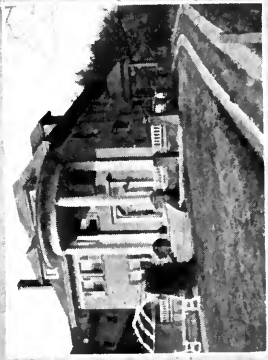
Yours truly,

I. E. MARTIN.

249 K Street,
Port Arthur, Texas.



Residences
Helena Ark.





CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

A SUGGESTION.

In the large cities, when a traffic officer signals the driver of an automobile to stop, and the signal is disobeyed, the next meeting between that traffic officer and the driver takes place in the Police Court, and the driver is nearly always penalized. When a crossing flagman at a railroad crossing signals the driver of an automobile to stop, the driver stops or proceeds, as he pleases, and the flagman has no recourse. The automobile driver knows this. If he violates the flagman's signal and gets across, he laughs at him. If he fails to make it across, which frequently happens, and is struck, with the usual result, seriously injured, or killed, there is nearly always someone ready to say that the crossing flagman failed to warn him. Crossing flagmen would feel much encouraged, and no doubt could prevent many accidents, if they were clothed with authority to arrest violators of their signals. If this matter

were brought to the attention of the city and village authorities by our employes, no doubt many of them would act favorably upon the suggestion. Such a movement would have a tendency to conserve human life. All citizens think that a good thing to do, but few take personal interest in doing it.

EVER HAVE THIS JOB?

To Conductors and Trainmen:

It is your duty to report immediately every accident or unusual happening, however trivial, and get the names of witnesses. This should be done for your own protection against false charges by claimants, as well as for the protection of the company, and please bear in mind the information you get is the greatest protection the company has. Did you ever try to find a needle in a haystack? Well, if you didn't, don't wish this job on the other fellow, who happens to be the claim agent. When-

Ever Have This Job?



Don't Wish a Job Like It on the Other Fellow

An attorney presents a claim for injuries received by his client when thrown from a car. The Claim Department has no knowledge of it. They must investigate, but what can they "investigate"? They have no clue—it's like hunting a needle in a hay-stack.

Conductors and Motormen!—It's your duty to report immediately every accident or unusual happening, however trivial, AND GET WITNESSES, not only so the Company may proceed intelligently, but

For Your Own Protection Against False Charges by Claimants. THAT IS SAFETY FOR YOU.

(Prepared by and issued under the auspices of the Electric Railway Section)
Additional copies of this Bulletin can be secured at cost price from the National Safety Council, 206 South La Salle St., Chicago, Ill. 9-17

ever a claim is made, the claim agent has to go back to the bottom of it, and the bottom is the thing which happened on the train and what the actual witnesses say happened. The conductor and trainmen in charge of the train are the only representatives of the company who can get the facts at the time, and they are relied upon to get them.

A MAN OF ACTION.

"Did you read the letter Engineer C. J. Barnett, of Memphis, wrote Vice-President Foley on the question of unreasonable speed restrictions, which appeared in the November number of the Illinois Central Magazine?" inquired one of our high officials of the writer. "That fellow Barnett is a wonder. I am told he secured fifty extra copies of Vice-President Foley's letter

on unreasonable speed restrictions and sent them to prominent citizens of his acquaintance located along his run between Memphis and Canton, and that he received favorable replies from nearly all of those to whom he sent copies of the letter. Mr. Barnett demonstrated, in the handling of this matter, what a locomotive engineer, or a conductor, or any other intelligent employe, can do toward convincing the public of the unreasonable things required of the railroads."

TRYING TO SAVE THE CHILDREN.

Superintendent Hevron, of the Springfield Division, has instructed all the officers and employes of the division to get the names of little children who have been in the habit of playing on the tracks, or in the yards, and jumping on and off moving cars, in the different towns. After he gets the names of the children who are doing these dangerous things, Mr. Hevron writes a personal letter to the parents of each child. Following is copy of a letter Mr. Hevron recently addressed to the father of Charles Harris, Glen Carbon, Illinois:

"Your son Charles Harris was noticed climbing on and off cars on the passing track at Glen Carbon on November 6 and also playing around passenger platform close to side of our train No. 19 when it passed that station. I am calling this matter to your attention in order that you may explain to your son the danger of playing around cars or being close to trains while in motion. My idea in calling this to your attention is to avoid any possible accident occurring to your son. My attention is called quite frequently to serious accidents to children due to their being permitted to play around railroad tracks."

THE OLD, OLD STORY.

One of the prominent causes of serious personal injury and death of employes is failure to protect themselves by the use of blue flags while working

under or around cars. Following is the report of the Shop Committee of the Chicago Terminals on a recent accident, a report which reads so familiarly that it might be proper to adopt it as a form report, because so many similar ones have to be prepared in the course of a year:

"That car 21443 was repaired in freight shops and had been removed to coach yard. Injured party went over to the car to install clamps on pipes underneath the car near the end. While in a stooped position under car three cars were switched onto track, striking the car underneath which injured party was working. According to the statements of witnesses, injured party neglected to install the blue flag at either end of car. We found no flags on string of cars in the yards while investigating this accident, but we found a blue flag on the ground about seven feet from the north end of the car under which injured party was working."

LIVINGSTON PROMOTED.

Lieut. W. Brooks Livingston, of the 149th Infantry, now located at Camp Shelby, Hattiesburg, Miss., has recently been promoted from second to first lieutenant. This will be welcome news to the lieutenant's many friends on the Illinois Central. It will be remembered that he was formerly employed as Assistant Chief Clerk to the General Claim Agent, and later was Claim Agent, with headquarters at Paducah, Ky. Lieutenant Livingston entered the Officers' Training Corps at Fort Benjamin Harrison in Indiana. He is a big-brained young fellow, but small of stature. While he was in the Officers' Training Corps he was kept in a state of torment and worry practically all the time on account of his size. He told the writer that something was popping up almost daily about his size and he thought sure it was going to result in throwing him out of the army. As soon as he would seem to get one kink straightened out something else would arise, which

would result in his having to be weighed or measured over again. Brooks says he spent about one-third of his time on the scales and that this frequently recurring trouble about his size almost gave him nervous prostration. He wanted to make good in the army. Above all things, he wanted to go to France as an officer. Everything which he was responsible for himself measured up favorably, but he was not responsible for his size and weight, and those were the things that hung over him like a pall. However, he finally got by successfully, and now we are commencing to hear, just as we suspected we would, of his advancement in the army. We venture the prediction that it will not be long before we are greeting our former comrade as Captain Livingston.

CLAIM AGENT COLEMAN ACTIVE

Claim agent Coleman, of Greenville, Miss., has been doing some very effective work in sending out General Manager Clift's circulars to owners of live stock. Here is what Mr. Coleman said to one of these owners who frequently has claims against the Y. & M. V. for stock killed:

"It seems that when a cow is let out on the public range, where there is a railroad nearby, that she invariably makes it straight for the railroad and waits until the train is within a few feet of her, then calmly walks upon the track to give things the 'once over' and the result is—dead cow: for it is an impossible matter to stop a heavy locomotive within a few feet, and as the locomotive has to run on the rails, and can't dodge around to one side, as an automobile can do, there is no chance to escape striking the object on the rails. I am basing this appeal to you on patriotic grounds, and sincerely hope that you will co-operate with us as far as possible. You will certainly be doing a patriotic act if you do what you can to conserve your own live stock, or help the Y. & M. V. Railroad

Company to conserve your own live stock."

WILL SOME MEMBER OF YOUR FAMILY BE THE NEXT

The following cases picked at random from reports indicate the great need of action to prevent people from trespassing on railway property and cars, and particularly little children:

At 11:40 a. m., December 2, 1917, while walking through Freeport Yard, one of our conductors found Fred Balles, Jr., five years of age, lying east of cross-over at foot of Winneshiek street, with right leg cut off. The boy was picked up and carried to his home. He told the conductor he had attempted to "flip" a train for a little ride and fell under the cars. The occurrence was not witnessed and it was only by chance that he was found before he died. This is an especially pitiful case. No doubt the practice had been indulged in before, not only by this boy, but by others in the locality.

December 1, 1917, 11:25 p. m., Glendon Dunbar, age 16, white, residence Dawson Springs Ky., while attempting to board rapidly moving train at Princeton, Ky., fell and had both legs cut off below knee. The young man is now crippled for life, handicapped in his battle for success, and must endure suffering because of indifference to repeated warnings and known hazard of "flipping" trains.

MR. CONDIT TO THE FRONT.

Freeport, January 1, 1918.

Mr. H. B. Hull,

General Claim Agent.

Dear Sir:

I have read with much interest what Claim Agent Cary and Claim Agent Tait have been writing about the standing of their respective divisions on the various reports gotten out by your office. Please permit me to direct you attention to the standing of the Wisconsin Division. On personal injury settlements upon a locomotive mile basis, Mr. Cary has gone up from

rank 2, which the Illinois Division held a year ago, to rank 1. In other words, he has pulled himself up 1 point. Mr. Tait has pulled up from rank 9 to rank 5, or 4 points, while the Wisconsin Division has pulled up from rank 12 to rank 3, or 9 points. On shop casualties, according to number of men employed, the Wisconsin Division ranks 1, having gone up to that position from rank 4 held one year ago.

I am glad to note the generous rivalry among the Claim agents on the standing of their respective Divisions. It indicates interest and pride, which are good things. I do not think a Claim Agent can do better than spend every moment of his spare time in pointing out to the Division Officers and employes dangerous practices and dangerous conditions which may obtain on his division, with the view of preventing accidents. On account of the fact that Claim Agents investigate so many accidents, they naturally become more or less expert on how accidents may be prevented. It takes much less time to prevent an accident than it does to investigate one. I would suggest as a resolution for the new year that all Claim Agents redouble their efforts toward the prevention of accidents.

Yours truly,
R. W. CONDIT,
Claim Agent.

STOP, LOOK AND LISTEN RULE.

The Pennsylvania Supreme Court holds that the duty of one about to cross a railroad track at grade is not always confined to stopping, looking and listening for the approach of a train. He must stop at a proper place, and when he proceeds he should continue to look and to observe the precautions which the dangers of the situation require. He should stop again if there is another place nearer the tracks from which he can better discern whether there is danger. One driving a buggy over a grade crossing was held guilty of contributory negligence when, after stopping, looking and

listening when about 90 feet from the track, he did not stop before reaching the track, where he could have seen an approaching train for a distance of three-quarters of a mile.—*Reigner v. Pennsylvania (Pa.)*, 101 Atl., 995. Decided May 22, 1917.—*Railway Age Gazette*, November 16, 1917.

RAILROAD WINS CASE.

The jury in the Wright County District Court at Clarion made short work of the Preston damage suit against the M. & St. L., by returning a verdict for the road after being out less than one and a half hours. John Preston, administrator of the estate of his daughter, Miss Gladys Preston, had sued the company for \$15,000 damages for her death, on August 11, 1915, when she was one of a party of four who were struck by a southbound M. & St. L. passenger train at the McKinley crossing just north of Hampton.

A large number of witnesses for the railroad testified that the members of the automobile party were careless; were driving at a reckless rate of speed; and paid no attention either to the crossing warning or to the whistle of the engine for the crossing.—*Hampton, Ia. Chronicle*.

JUDGE REED'S INJUNCTION TO BAR TRANSFERS.

Three hundred and twenty pages manuscript will be sent to Frankfort this afternoon or tomorrow for persual by the appellate court of Kentucky. The document comprises all the evidence and testimony, on both sides, thus far presented in the now famous "Minnesota" case, that of Linnie Reed, administratrix, versus the Illinois Central railroad. Local attorneys will send the data to the court of appeals.

It is believed the case will go ultimately to the supreme court for settlement. In the event the court of appeals should reverse Judge Reed's decision in McCracken circuit court, it will assuredly go to the supreme court. In the

opinion of attorneys, however, there is little likelihood of the appellate court's reversing the decision of the lower court, which granted the railroad a permanent injunction, thus preventing the administratrix of Jerry Reed's estate from trying the case in Minnesota courts. All the court procedure in the case is now ended, and the court of appeals will merely read all the evidence and decide the appeal from the injunction.

Is Blow to Law "Touts."

The case is noteworthy in that if it stands as Judge William Reed decided it in McCracken, it will put an end to "scouting" of lawyers in the state of Minnesota, or any other state, to secure damage cases and bring them into their own states. In the past many civil cases, mostly for damages against railroads or corporations, have been taken by attorneys afar and entered in courts of other states. Especially was this practiced by some Minnesota attorneys, because the courts of Minnesota seem to have been more liberal in the granting of damages to plaintiffs. In this particular instance, when Jerry Reed, a Negro, was killed in the railroad yards here in 1913 when he attempted to slip between two couplings, St. Paul attorneys filed suit for damages for Linnie Reed, his wife, against the I. C. The case has now gone through court processes in both Minnesota and Kentucky, now goes to the court of appeals, and may go to the supreme court of the United States. It is one of the most unusual instances in the history of Kentucky court annals.

Is Complete History.

The complete history of the case, with evidence and depositions, assembled from all the data collected during the lengthy existence of the case, has been compiled by Deputy Clerk H. H. Johnston. The document comprises 320 pages and is one of the largest and at the same time one of the neatest jobs ever turned out by the circuit clerk's office here. The workmanship is flawless. Wheeler and Hughes represent the railroad locally, while Grogan and

Oliver are counsel for the plaintiff.—*The Paducah, Ky., Sun, December 18, 1917.*

CATTLE LOSS STARTLING.

Railroads of Louisiana Destroy \$250,000 Worth in Year.

Some days ago Dr. Dowling, president of the State Board of Health, caused to be sent to all the railroads of the state inquiries as to the amount and value of live stock killed by trains in Louisiana. The employes of the board have made up a table of replies, which presents an interesting showing.

While replies have not been received from some of the roads, 31 roads with a mileage of 6,383.82 miles, have sent in statistics, showing that 3,560 head of cattle of a value of \$145,127.22, were killed; 3,067 hogs, worth \$31,288.05; 496 sheep and goats, worth \$2,365.18; cattle and hogs, worth \$341; total, \$182,121.45. This slaughter embraces the term from January 1, 1917, to November 1, a period of ten months.

At the same rate for the succeeding two months the value would reach a yearly total of \$218,545.59. Considering the fact that these figures do not embrace all the roads of the state, the Northeastern being missing, for example, and that the value fixed by the railroads is probably below the real value of the stock, it will be seen that the figures are startling, and give ample room for thought to the food conservationist.—*The Times Picayune, December 15, 1917.*

A VERY SERIOUS LOSS.

That live stock valued at millions of dollars is being needlessly killed by the railroads each year, is the declaration of Secretary Redfield, of the Department of Commerce at Washington, and this serious loss to the United States and its Allies, he says, must be checked.

It is gratifying to see that this very important economic question has finally attracted the attention of a member of President Wilson's cabinet. It is a subject on which the Daily News has been

printing editorials for several years, urging the farmers of Mississippi to keep their live stock off of the railroad rights-of-way. Due largely to the energetic campaign of education waged by the Daily News, and other Mississippi papers, the economic loss from this source has been materially reduced, but there is still room for improvement.

Secretary Redfield bases his statement on figures issued by the Central of Georgia showing that \$20,000 worth of food animals were killed on the tracks of that system during the first nine months of the year. This figure is small when compared with the losses due to this cause on the larger railway lines of the country. The total for the nation will amount to millions of dollars each year—practically all of it unnecessary loss, and due, in an overwhelming majority of instances, to the carelessness or negligence of owners of live stock.

In nearly all instances where animals are killed by railroad trains it can be stated that the owners allowed the animals to roam upon or near the railroad right-of-way, and, with the characteris-

tic fright of dumb animals, they do not know how to protect their own lives, but rush pell-mell in front of the locomotives, leaving the engineer no chance to protect them.

Of course, the owner invariably gets paid for the dead animal, notwithstanding the fact that its death may have been due to his own negligence, but that does not alter the fact that whenever one of these accidents occur the nation has suffered an economic loss—a loss that is very serious at this time when a country-wide campaign for conservation of our meat supply is being waged, and our victory or defeat in the worst war in history hinges on our ability to feed the armies of the Allies.

Every cow killed on a railroad track is not only a loss to the owner, the railroad, and the material resources of the state, but it is a loss to the boys who are fighting in the trenches of France and Italy, and for the latter reason, if none other, owners should make every possible effort to keep their live stock from the railroad tracks.—*Jackson, Miss., Daily News.*

Appointments and Promotions

Effective January 1, 1918, Mr. F. S. Gibbons is appointed assistant to the general manager, with headquarters at Chicago.

The following organization of the Accounting Department will be effective January 1, 1918:

L. A. Harkness, assistant comptroller.

W. J. Cunningham, general accountant.

C. H. Drazy, general auditor of expenditures.

J. F. Dartt, auditor of disbursements.

W. A. Blasing, auditor of joint facilities.

J. F. Shepherd, general auditor of receipts.

F. B. Sherwood, auditor of freight receipts.

L. C. Esschen, auditor of passenger receipts.

C. C. Whitney, auditor of station accounts.

L. B. Butts, auditor of miscellaneous receipts.

J. M. O'Day, car accountant.

B. D. Bristol, freight claim agent.

O. F. Nau, local treasurer.

Effective December 14, 1917, Mr. Emil E. Von Bergen is appointed traveling engineer, Clarkdale District—Lake Cormorant to Cleveland, Helena, Sunflower, Roundaway and Blue Lake Districts, including Tutwiler Yard, with office at Memphis, Tenn. vice Mr. Bernard J. Feeney, assigned to Memphis Terminal, exclusively.



Description of Grade and Line Revision North and South of Vicksburg

By Assistant Engineer Black

DURING the latter part of 1915 and the early months of 1916 the lower Mississippi River Valley was overflowed to a higher stage than was ever before recorded.

Excessive rains in the watersheds of the Mississippi and Ohio Rivers raised the floodwaters at Vicksburg to the unprecedented stage of 53.9 feet on the Vicksburg Government gauge, inundating the entire valley and overflowing the roadbed of the Yazoo and Mississippi Valley Railroad to a depth, at some points of over four feet. On account of the unusual stage the territory was unprepared for the overflow, with the result that considerable loss was sustained that could have been otherwise avoided.

The lower levels of the City of Vicksburg, within which are located the main track and shops of the Y. & M. V. R. R. and many business houses, were protected by a temporary earth levee and the seep water pumped out by means of numerous power pumps, operated by the Y. & M. V. R. R. Co.

Trains were operated on the main line of the Y. & M. V. R. R. until the water extinguished the fires in the locomotives, at which time traffic was suspended for a period of about three weeks.

North of Vicksburg the water first overflowed the main track at Memphis miles 196 and 208 on February 1st, and continued to rise until February 10th, at which time it reached a stage of 53.0 feet, stopping traffic. Traffic was again resumed on March 1st. South of Vicksburg the first place to overflow was at mile 230 from Memphis, on January 31st, at a stage of 50.1 rising to a stage

of 53.0 feet on February 10th, traffic being suspended from that date until February 23, 1916.

This interference with traffic, the incident loss and the excessive cost of operation through the inundated area, together with the general tendency of the management toward an improvement of all of its lines, brought about the preparation of extensive plans for placing the roadbed beyond reach of probable future overflows.

South of Vicksburg a change in alignment was possible, on account of the close proximity of the old alignment, to the foothills, but north of town the work was necessarily confined to a raise of grade on the existing alignment. After exhaustive surveys, it was decided to raise the top of rail from Vicksburg north to the Yazoo River, a distance of ten miles, to an elevation three feet above the highest record water. From Yazoo River to Smedes, a distance of seventeen miles, it was determined to raise the top of rail to the elevation of the hydraulic grade of the 1916 flood. The reason for this latter decision was that the United States Government is contemplating the construction of a levee, from Terrapin Neck Cut-off to the mouth of Yazoo Canal, the result of which, it was thought, would be to reduce the flood level in the area from Yazoo River north.

The work from Vicksburg to Yazoo River was authorized in the early part of 1916 and work begun on July 10th.

The raise on this piece of track ranged from one to five feet, all of which was done under traffic. The quantities are as follows:

Lineal vertical feet of track raised	128,205
Cubic yards of earth excavation	216,000
Cubic yards of concrete masonry	821

Lineal feet of vitrified pipe used	1,342
Lineal feet of pile trestle eliminated	1,306
Total cost	\$150,000.00

This portion of the work was com-



Tons of concrete culvert pipe..	227
Lineal feet of additional pile trestle	351
Lineal vertical feet of pile trestle raised	1,151

pleted, except for a few minor details in December, 1916.
 The work from Yazoo River to Smedes, was authorized in October, 1916, and work started in March, 1917.

The raise on this piece of track under traffic was from one to four feet, the quantities being as follows:

Cubic yards of earth excavation..	600,000
Lineal vertical feet of track raised	265,070
Lineal vertical feet of trestle raised	4,743
Lineal feet of additional pile trestle	637

The plans on this work called for an 18 foot crown on embankment with $1\frac{1}{2}$ to 1 side slopes. A shrinkage of 10 per cent was allowed for on grades after the track was raised to full grade and it has worked out well with the material used.

Where ballast deck trestles were raised, 2 feet or under additional caps, well drifted, were used. Where the raise was more than 2 feet it was made on caps but an additional pile was driven at each end of the bent extending to the top cap, which cap was made to extend over the 8 piling in the bent. Two sets of additional sway bracing were also applied.

On account of inadequate drainage, side borrow for the embankment was not consistent. A borrow pit was secured at Kings, in a very desirable location, making the average haul for the work 13 miles. Work on the track layout at the pit was started on July 13, 1916, and steam shovel cut in on August 1st.

The pit was opened with a 15C Atlantic type Bucyrus shovel, but later a 60C Bucyrus shovel was installed and both are now in operation. The plant used consisted of the shovels mentioned above, forty Automatic Western Wheeled Scraper Company's steel dump cars, twenty yards capacity, thirty cars of the same manufacture but older type, thirty yard capacity and one Mann McCann steel dirt spreader. Four sixty ton locomotives of the Y. & M. V. R. R. were used for hauling and spotting.

The spreader used is very well adapted to this class of work, as the main wings are so designed as to permit of the dirt being forced back from the track for the

passage of trains but not so far as to render the movement of same into the track, while being raised, expensive.

The twenty yard steel dump car used is very satisfactory for this class of track raising work, especially where the embankment is not over eight feet high. The thirty yard cars of the same manufacture are too large for a low embankment but would be satisfactory on a higher fill.

For handling the dump cars, the locomotive was equipped with a three way-valve, connected with the dumping apparatus so that the engines could dump the entire train in either direction, on a signal from the dump foreman. The maintenance on the steel dump cars is very light as one car repairer is sufficient to handle the running repairs on seventy cars.

All track was raised with the ordinary No. 6 track jack. The plan followed was to raise the track on available dirt, as high as possible and then dump. In this way the raising was always ahead of the dumping, giving the track good drainage, which was of great benefit during bad weather.

The track raising work is being handled by the Vicksburg Division forces and the dirt pit by the Construction Department. The work is progressing rapidly and should be completed at present rate of progress, by the end of December.

The ballast used was of cementing gravel type, hauled from Whittaker pit, 106 miles south of Vicksburg.

South of Vicksburg, it was considered advisable to relocate the line as the alignment could be improved and the embankment relieved from wave wash, to which it was subject, in the old location, during high water periods.

The revision of grade and line, as constructed, extends from Four Mile Bayou, M. P. Memphis 224 to Galloway M. P. 241, a distance of seventeen miles. Of this work, twelve miles is on new alignment and five miles on old. In latter case the track was raised.

These improvements reduced the

length of line .32 mile and eliminated 233 degrees of curvature. The maximum grade used was .5 per cent and maximum curve two degrees.

The work was authorized in July, 1916, and actual work started in August of the same year.

The contract for concrete piers at Big Black River, on the new line, was awarded to the Union Bridge & Construction Company of Kansas City, Missouri, and that for the grading work, to

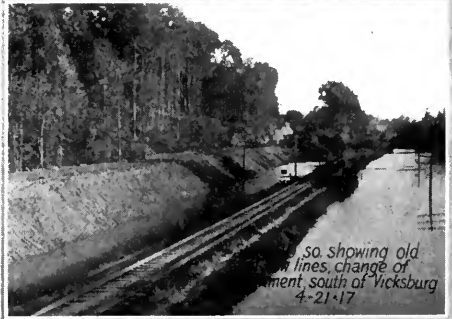
the H. W. Nelson Company of Chicago.

Concrete work on the bridge started on September 10, 1916, and was completed January 11, 1917. The grading work was started on August 8, 1916, and completed on August 2, 1917. All permanent bridge and trestle work was done by the railroad company forces. This included all reinforced concrete box culverts.

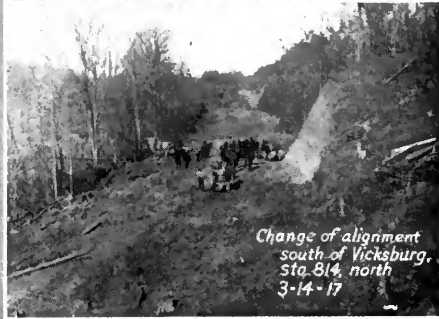
The quantities for piers at Big Black River, are as follows:



Big Black Fill, from 6° curve
Change in alignment, south of
Vicksburg, 4-21-17



so showing old
lines, change of
alignment south of Vicksburg
4-21-17



Change of alignment
south of Vicksburg,
Sta. 814, north
3-14-17



Creeping drier driving temporary trestle so of Big Black Bridge
Change in alignment, south of Vicksburg, 4-21-17



Big Black River, Southeast 5-13-17

Masonry in piers.....	2,560 cu. yds.
Masonry in counterweight	113 cu. yds.
Reinforcement in piers and counterweight	27 tons
Steel in superstructure.....	480 tons
Lineal feet foundation piling	14,060 feet
Total cost	\$170,000.00

The bridge over Big Black River and a 1,200 foot ballast deck trestle south of same, were constructed in advance of the grading. The material for these bridges was moved over a 7,000 foot temporary track constructed through the bottom from the main track near Gal-loway.

The first four bents of the 1,200 foot trestle were driven with a track driver, after which a creeping driver was landed on top and the bridge completed with it.

Big Black bridge consists of 6-75 foot girders with a Strauss Bascule Draw. The counterweight is of concrete, weighing 477,000 pounds. There are 6 concrete piers, dumb-bell type, and one abutment, all heavily reinforced

The penetration of foundation pile ranged from 25 to 35 feet. Cofferdam of Wakefield sheeting was used on all piers as a precaution against the head waters of Big Black River.

Weather conditions and the stage of water in Big Black River were very favorable throughout the work, the channel piers being constructed with only five feet of water in the channel. This work was well planted and carried through with great efficiency. Washed river gravel was used in the piers but on account of there being a large percentage of sand, it was screened. A large steel screen was rigged over the hoppers and the aggregate unloaded on the screen, with a clam shell, direct from the cars. The screen was set at an angle of forty degrees with the horizontal and distributed the material to the respective bins.

The plant used on this work was as follows:

- 3 hoisting engines.
- 3 stiff leg derricks.

- 1 barge.
- 1 power saw.
- 1/2 yard Ransome Mixer.
- 2 No. 2 steam hammers.
- 1 compressed air plant complete.

A temporary trestle was driven across the river and all material was transported on this.

The mixer was located on the south bank of the river, concrete being moved across trestle in dump buckets, loaded on a push car, operated by a continuous cable, attached to the drum of one of the hoisting engines. The material was then placed in forms by the channel derrick.

The steel work was set by one of the system steel gangs with the ordinary track derrick. Two temporary pile bents were driven in advance of each pier to afford sufficient reach for the derrick to land the 75 foot girders.

The grading work, handled by the Nelson Company was done with the following equipment.

- 3-70C Bucyrus shovels.
- 2 pumping plants and tanks.
- 1 water distilling plant.
- 1 Jordan steel spreader.
- 1-W. W. S. Co. wooden spreader.
- 75 twelve-yard wooden dump cars.
- 8 16-yd. wooden dump cars.
- 4 to 8 60-ton locomotives. (Locomotives being leased from the railroad company.)

The quantities on this work were as follows:

Cubic yards earth excavation	739,000
Cubic yards masonry in piers.....	270
Cubic yards masonry in concrete box culverts	790
Tons of concrete culvert pipe.....	522
Squares of clearing.....	370

The quantities of track and bridge work done by the railroad company's forces in connection with the contract work are as follows:

Lineal feet new creosoted ballast deck trestle.....	2197
Lineal feet untreated open deck trestle	210
Lineal feet concrete trestle....	80
Lineal vertical feet of pile trestle raised	1173

Lineal vertical feet of track raised	53220
Lineal feet steel deck girders	80
Total cost	300,000.00

A night and day shift were operated on the grading work during a portion of the time.

Considerable difficulty was experienced in three places on account of the abrupt rise of the natural surface of the ground, as heavy as a ten per cent grade being used by dirt trains in reaching the shovels on the upper lifts.

A very troublesome blue marl was encountered in several places in the excavation, 6 feet above grade line, which would not sustain the load of the upper strata after the lateral pressure had been removed.

In one case the grade line was raised to the highest point of this material and in others the excavation was widened until an angle of repose was reached. By the construction of two subways, an overhead bridge and one mile of road change, all public grade crossings over the new alignment on the main road from Vicksburg to Yokena, a distance of thirteen miles, have been eliminated.

During the winter of 1916-17 a very

high water in the Mississippi river occurred, which overflowed Big Black bottom and caused the failure of a frame bent trestle used for dumping on the main line embankment there. This necessitated the construction of a temporary pile trestle, which was driven with a creeping driver during the high stage of water.

Through Big Black Bottom on a 32 foot fill, approximately 4 feet of subsidence and ten per cent shrinkage of the embankment material took place during this overflow.

This work is now complete but as 3,000 feet of the new embankment has not sustained an overflow period, the old main track from Allen to Galloway will be kept in condition for service until after the next overflow, to insure the regular movement of trains, in case there is an excessive subsidence and shrinkage of the fill during high water.

With these improvements complete, the entire line through the overflow territory except Vicksburg terminal, is adequately protected from probable high water.

Plans for Vicksburg terminal are now under consideration.

MARKERS ARRANGED FOR THE RESTING PLACES OF CIVIL ENGINEERS WHO DIED WHILE WORKING ON LOCATION OF THE ILLINOIS CENTRAL RAILROAD COMPANY BETWEEN FULTON AND MAYFIELD, KY.

Mayfield, Ky., Dec. 4, 1917.

Mr. J. M. Hoar,
Fulton, Ky.

Dear Sir:

Referring to your letter of Nov. 18, I am happy to say that the Cemetery Association has ordered the marker and foot stones to be placed at the graves of the I. C. employes, the Association contributing \$9.50 toward same, the balance, \$15.50 having been contributed by the I. C. employes.

The head stone is to be of white limestone, 2½ by 2 by 1 ft., with small foot markers, and will make quite an improvement in the appearance of the graves.

Mr. Radford from whom the Association ordered the markers has promised to have them completed by Christmas.

Thanking you very kindly for your interest and please also extend our thanks to those who generously contributed, we are

Very truly yours,

The Cemetery Association,
By Mrs. E. G. Fristoe.

FROM THE LAW DEPARTMENT



When Is One Engaged in Interstate Commerce Within Meaning of Federal Employers' Liability Act

Injuries were sustained by a tower man required to pump water by means of a gasoline engine for use of locomotives engaged in interstate commerce. On defendant's demurrer to the declaration raising the question that the pumper was not engaged in interstate commerce, United States District Judge Hazel for the Western District of New York in *Collins v. Erie Railroad*, 245 Fed. Rep. 811, held on July 18, 1917, that this pumper was engaged in such commerce or in work so closely connected therewith as to be a part thereof, where the water was being so pumped for the immediate use of locomotives engaged in such commerce, and where such use is not dependent upon remote possibilities.

The Court cites *Southern Railway v. Puckett*, 244 U. S. 571, 37 S. C. R. 703, where it was held that a car inspector, who went to the assistance of another employe injured in a wreck while he was engaged in inspecting cars, and was himself injured by stumbling over some large clinkers in his path while carrying a jack for raising a derailed car, was nevertheless engaged in interstate commerce, as his act in raising the car was instrumental in opening the way for interstate transportation, even though his primary object was to render aid to a fellow employe.

The rule is stated as follows by Mr. Justice Holmes in *Minneapolis & St. Louis Railway v. Winters*, 242 U. S. 353, in speaking of an engine which appears to have been used interchangeably in interstate and intrastate commerce: "Its next work, so far as appears, might be interstate, or confined to Iowa, as it should happen. At the moment it was not engaged in either. Its character as an instrument of commerce depended upon its employment at the time, not upon remote probabilities or upon accidental later events."

Eminent Domain in Illinois—Negotiations With Owner

In the condemnation proceedings by the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company of lands for switch yards in Chicago, the Supreme Court of Illinois in *P. C. C. & St. L. R. Co. v. Gage*, 280 Ill. 639, opinion by Mr. Justice Cook, in reversing the judgment of the Circuit Court, held on December 6, 1917, that a railroad may begin its proceedings to condemn, for switch yards or right of way, the lots of private owners located within the limits of an incorporated city, without previous license from the City or authority from the Utilities Commission to cross the streets and alleys with its tracks; that the railroad is not required to condemn any portion of the street which it crosses; that the City is not a necessary party where the Company merely crosses the streets

and alleys with its right of way; and in order that a land owner's refusal to sell shall be such, under the circumstances, as to warrant condemnation proceedings under the Eminent Domain Act, the party negotiating with the land owner for an agreement as to compensation should inform the land owner as to who the real purchaser is and as to the purpose for which the property is to be acquired.

Free Time at Ports Reduced

In *New York Harbor Storage*, 47 ICC 41, opinion by Commissioner Clark, the Commission sustained the reduction from 5 days to 2 days in the free time allowed for holding at railroad terminals at the port of New York domestic freight consigned to "New York Lighterage," and also sustained increased storage charges as applied to both export and domestic shipments. In approving the Examiner's tentative report, Commissioner Clark says: "The conditions at the port have, under the emergencies and exigencies of war, become abnormal. Differing in degree, the same is true of the transportation by rail to the port. The railroads do not contract to carry the export shipments beyond the port. The shipper makes his own contract with the steamship company. The steamship company makes no provision for accepting the freight until it can be placed directly upon the vessel. If the railroad company is, as a result of these arrangements and conditions, forced to hold the shipments, it cannot be denied reasonable compensation for the storage thus furnished."

A Compliment to the Illinois Central Railroad Company

CHAMBER OF COMMERCE
Bloomington, Indiana

December 27, 1917.

Mr. C. R. Pleasants, Agent,
Illinois Central Railroad,
Bloomington, Indiana.

Friend Pleasants:

Having been a "railroader" myself, I want to take this opportunity of breaking what I presume is still the fashion.

Several times within recent days I have had the pleasure of hearing some mighty nice things said about the road you represent and I want to pass them along to you.

First, in the matter of passenger trains, it has been a pleasure to note that, in spite of the bad weather and extremely unfavorable operating conditions, every one of your trains have kept right up to their published schedules.

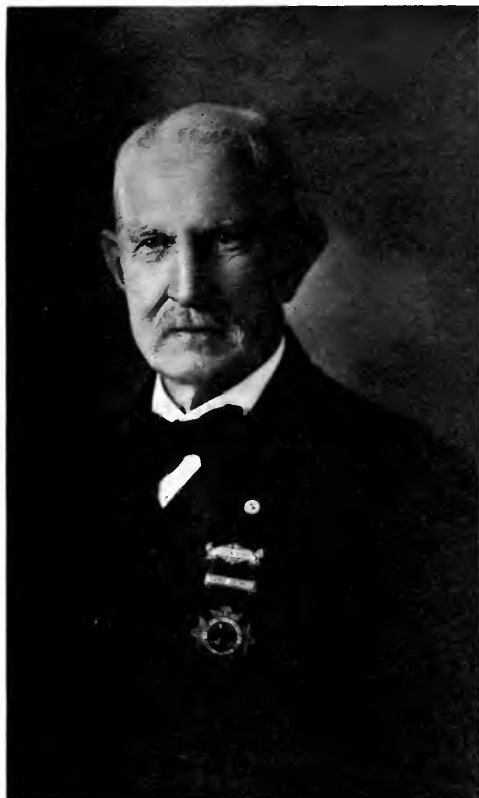
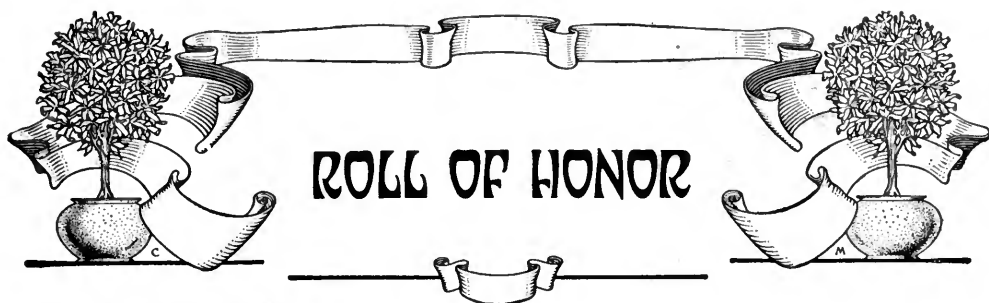
Have also been delighted to learn that, in the matter of coal deliveries, you have maintained your usual efficient service and even improved a bit on that.

I realize that in these rather trying times it is not an easy matter to keep things up to the standard of normal times and the fact that your company has been able to do so speaks well for the organization.

Don't want a thing. Just wanted to speak a word of commendation for a job well done and to wish you and your company the "Compliments of the Season."

Sincerely yours,

C. G. CREIGHTON,
Secretary-Manager.



JOHN HOWARD

JOHN HOWARD

MR. JOHN HOWARD was born in Tipperary, Ireland, October 3, 1826, and came to America in 1864. Left New York, April, 1866, for Chicago. Sept. 9, 1870, started to work for the Illinois Central Railroad Company. Worked in the in-freight house for eighteen years as unloader and calling off to freight checkers. Then, for thirteen years, worked as

watchman in the local freight house and yard. After thirty years and ten months of loyal and efficient service, he was pensioned July 1, 1901, being one of the oldest pensioners of the Illinois Central Railroad Company.

JOHN A. ROSE

MR. JOHN A. ROSE of Harrison, Miss., died in New Orleans on October 8th, after a few days' illness.

Mr. Rose had been employed by the Yazoo & Mississippi Valley Railroad Company for the past 20 years, the last 18 years as a carpenter foreman, he having designed and built a number of the Depots on the Y. & M. V. At the time of his death he was engaged in constructing the new depot at Destrehan, La., which was designed by him, but was forced to leave the work owing to sickness, on the 3rd of October, never to return.

Mr. Rose began his career with the Y. & M. V. Company as a laborer on the carpenter gang of Mr. Wiley at Vicksburg at the Tunnel Hill Cut, working his way up to a foremanship by strict attention to the work.

It always being his aim to whatever was assigned him a little better and neater than the other fellow. His time and material books, drawings and designs were always a picture for neatness in their appearance. Mr. Rose was 40 years of age and was born at Pulaska, Tenn., where his parents still reside.

Mr. Rose was well known to most of the employes on the New Orleans Division and held in high esteem by them, they and their families being shocked and



JOHN A. ROSE

grieved to hear of his sudden death. He is survived by his father and mother and one brother, who lives in Tennessee, and a devoted wife at Harriston, Miss.

Mr. Rose was a mason and a man who was always trying to better the condition of his fellowman.

Strictly business in all his dealings, he always had a full gang of workmen with him who were loyal workers, which was a big factor in his success as a building foreman.

In the death of Mr. Rose the Y. & M. V. Railroad Company has lost a valuable man; the men a true friend; the wife a devoted husband; and Harriston, where he lived, an upright and honorable citizen.

Mr. Rose was laid to rest in Woodlawn Cemetery at Fayette, Miss., with a masonic burial, attended by a large gathering of masons and a number of the foremen on the Orleans Division and



J. J. EGGER

many friends from along the line of the Y. & M. V. from Mississippi and Louisiana.

J. J. EGGER

Mr. J. J. Egger entered the service of this company in September, 1864, as a helper, and was transferred to boiler-maker apprentice in March, 1867; completed his time as boilermaker in June, 1870, and worked in that capacity until July, 1905, when he was made boiler inspector, and continued in that position until he was pensioned in April, 1917. Mr. Egger was born on March 21, 1849, and had fifty-two years' continuous service with this company.

RESOLUTION

Chicago, Ill., December 17th, 1917.

WHEREAS, It has pleased the Almighty God to remove from our midst, on December 16th, 1917, Brother Bert Barnett, a member of our General Committee, representing Lodge No. 629 Brotherhood of Railroad Trainmen, and

WHEREAS, This Committee feels that it has lost one of its most faithful members and co-workers, therefore be it

RESOLVED, That we extend our heartfelt sympathy to the late Brother's bereaved family, also to the members of Lodge No. 629, and be it further

RESOLVED, That a copy of this resolution be forwarded to the Secretary of Lodge No. 629, of which Brother Barnett was a member, a copy to the late Brother's family, also a copy to the Illinois Central Magazine and same to be spread on the minutes of this meeting.

(Signed) · E. M. Moales,

General Chairman, O. R. C.

E. O. Haven,

Secretary General Comm., O. R. C.

John Delano,

General Chairman, B. R. T.

E. A. Smittle,

Secretary, General Comm., B. R. T.

Cars Promptly Unloaded, Loaded and Moved on the Springfield and Illinois Divisions

Clinton, Ill., November 22, 1917.

Mr. J. F. Porterfield,

Mr. L. A. Downs.

For your information I quote below letter from Chief Dispatcher Mallon, which is self-explanatory:

I herewith submit the following data covering the movement of four stock cars over this division Tuesday, November 20:

IGN 8609, 8 a. m., November 20, Forsyth loaded with ties, unloaded 1:30 p. m., moved empty to Elwin, 4:15 p. m., and left Elwin, 6 p. m.; train 164 loaded with stock for Chicago. Total mileage this division, 41 miles.

Wabash 15592, 8 a. m., November 20, Pana loaded with props at Smith-Lohr mine, unloaded at 1 p. m. and out empty on 152; loaded at Macon, same train, and unloaded at Decatur, 4:10 p. m.; moved to Radford on extra 1721, and reloaded at 5:30 p. m. with stock for Chicago, moving on train 164; mileage this division 110 miles.

CBQ 63000 left Clinton train 171, 12:10 a. m., November 20, for Ramsey, loaded stock for Decatur, forwarded on 152 at 11:30 a. m., unloaded at Decatur, 4:10 p. m., and car moved empty to Radford; reloaded at Radford, 5:30 p. m., Chicago stock and forwarded on No. 164; total mileage this division 222 miles.

FWD 3709 left Clinton train 17, 12:10 a. m., November 20, loaded stock for Shobonier, unloaded at Shobonier, 8:30 a. m., moved empty to Oconee, where it was loaded with Chicago stock, moved on train 164; total mileage this division 108 miles.

You will note that there were 7 cars of stock handled in 4 cars, including 4 cars of Chicago stock, which arrived Clinton at 8 p. m., making connection with train No. 64. Average mileage of these cars on Springfield Division, 140 miles, and a daily average mileage per car, including movement to Chicago, 288 miles.

J. W. Hevron, Superintendent.

Hayes, Ill., December 5, 1917.

Editor, I. C. R. R. Magazine,
Chicago, Ill.

Dear Sir:—Below is shown kind of service given to freight by I. C.:

On December 4, 8:45 a. m., car was given to north elevator, owned by Mr. J. C. Koehn. Car was loaded and went out on No. 94 local freight at 2:45 p. m. same date, loaded with new corn. Corn arrived at Chicago next morning, sample taken and tested and car sold at 11:15 a. m., which was time message sent back.

Yours truly,

G. L. Shirley.

Failure or Success, Which?

By A. A. Lipe, Engine Foreman

Over two hundred years ago Pope said, "The proper study of mankind is man."

The reason the average man has not confidence in himself is because he is not acquainted with himself.

Bishop Bristol says, "Man is the greatest universal puzzle to himself."

Every man possesses within himself undiscovered possibilities.

The average man is a failure because he does not know how to think.

The Bible says, "As a man thinketh; so he is."

To violate even one law of efficiency, safety, and business, means partial failure.

To violate all means total failure.

To observe part of the laws, means partial success. No man observes all of these laws.

Character is the foundation on which success is based.

Character combined with brains is the highest priced, best paid product in the world.

Success is based, alone, on character and brains.

The greatest per cent of men are incompetent through lack of proper education and training.

The efficiency of many is limited because of the lack of a definite aim.

A definite ambition, a definite purpose.

It is the lack of a definite object in life which causes so many people to drift.

The man who has no definite object in life is going no where. He is just drifting, and that is the reason he never arrives. He is sailing toward no port, and should he ever reach a port it will be purely accidental.

He is likened unto a boat broken loose and drifting away from its moor-

ings. It will be an accident if he ever drifts back.

It is tossed about, to and fro, on the waves and is finally dashed to pieces.

The tragedy of life is to be found in the young man or woman who drifts aimlessly out into life's seas, which he or she by right that God gave should master.

A young man or woman without an ultimate aim is but little better than useless.

He or she is but little value to a community.

The man or woman of definite purpose is the man or woman possessed of a conquering spirit. His or her influence is going out to their associates and others with telling effect, setting a good example for others.

He or she is a leader, they have something in sight ahead. They know which way they are going, and why they are going.

They can see the end from the beginning, because of a strong creative imagination. We may ask why is it some young men and women have courage, great ambition and desire to be leaders and others have not. Why is it some young men and women have courage, great ambition and desire to be leaders and others have not?

It is because some men and women have connected their lines with a definite aim and ultimate purpose and others have not.

The man or woman with a definite aim accomplishes because that aim has a high creative purpose. The Bible says, "God made man in his own image." The man or woman with a definite aim is trying to reach what God intended they should. The man or

woman who has a definite aim in life grasps every opportunity that will bring him or her to a successful end.

They who drift have no aims and therefore are blind to opportunity.

Such is the tragedy of the drifter.

The man or woman whose aim is to be a greater man, a greater woman, a better man, a better woman, a man or woman of great things, a man or a woman of greatest possible efficiency is doing every honest thing they possibly can toward that end.

They are preparing themselves to fill any position they may be called to.

Such men or women are always prepared to meet difficulties which might arise.

To such men and women difficulties never get too high, too broad, too long, too deep, because they are possessed with courage, confidence, purpose, knowledge, observation, and great will power and a conquering spirit.

Many times such a one is severely criticised by his or her friends and acquaintances but some day his or her critics will be ashamed. Why? Because they can see the success of them whom they criticised and face about to see their own failure.

Gentle reader, can you conceive of a man or woman reaching a successful end who has only the get-by, quitting-time and pay-day spirit?

Let us stop, look, and listen for a moment. What do we see? We see a young man and a young woman. They are possessed with distinguished personalities, close observing, courageous and an optimistic, enthusiastic, ambitious spirit, anchored in a definite aim in life, pressing onward and upward reaching out after success, grasping every opportunity to reach the goal which they have placed ahead from the beginning.

Watch them as they reach success.

Listen, what is said of them who only a few years ago were beginners? Their friends, the world, the press, are praising them. They have become

cogs in the great wheels of the power of progress in the world. Such a one never dies though his or her remains be laid in the tomb. Their physical bodies are returning to dust from whence they came. "For dust thou art, and unto dust shalt thou return." This will, as surely as God has spoken it, take place. But their influence and work will never die. Every man or woman is putting forth an influence, either good or evil. Every one shall reap what he sows. The scripture says, "Be not deceived, God is not mocked, for whatsoever a man soweth that shall he also reap." Gentle reader, what are you sowing today? You, in course of time, are going to reap according to what you sow today. Not alone will you reap, but your families will be at the harvest. Be careful what you sow.

Let us stop, look, and listen again.

We see another young man, another young woman, with the same opportunities in their reach. We see them turning their backs to opportunity with an indifferent, "let George do it" spirit.

Instead of grasping opportunity, and presenting themselves to us with a distinguished personality, observing, courageous, and an optimistic, enthusiastic, ambitious spirit anchored in a definite aim in life, reaching out after and grasping every opportunity to reach the goal of success they should have placed ahead, we see them derelict, drifting through life without a purpose, without hope, without courage and without enthusiasm, a pessimistic pair. The light that should of lighted their pathway has gone out. They are blaming someone else for their failure. Lo, when we meet them again they have drifted in rough uncertain channels; the man's speech is vile, his appearance, his walk, and his dress betrays him. His self respect is gone and in many cases his breath smells from the sickening fumes of alcohol and of the cigarette. I believe the combined use of booze and cigarettes have been the cause of the down-

fall of more men than anything else used by the human family. Both act and have a telling effect on man's thinking power, robbing him of self control, rendering him incapable of quick thinking and quick acting in the execution of his duty, causing him to think wrong and act harshly, thus rendering him unfit for service where it requires the use of brains. He becomes a vagabond; he is everything that is against the will of God, who created him in His own likeness. His career is marked, he becomes of no reputation, his character becomes of no reputation, his character becomes too dark to mention in this magazine, all because of turning his back on "opportunity." Perhaps his intentions were a little later in life to place a goal of high ideals ahead with a successful ending; but opportunity, like time, waits on no one.

What about the young woman we have just left? Kind reader, I will leave that for you to pass judgment on.

A man and a woman's purpose should be to serve humanity in the best way possible. A man's aim should be to serve his family, to serve the public, to serve posterity. Many people go through life without knowing what it is to live.

Two years ago John Knox, the author of *Sales-man-ship and Business Efficiency* said, "The last ten years have seen tremendous business changes in this country, and the next ten years will see a business revolution."

Mr. Knox says, "Ten years ago there was no such thing as a science of business or a science of advertising. Today these sciences are recognized everywhere. The student of the present and future must be trained to meet the new conditions." Mr. Knox further states this new condition has been brought about by applying psychology to the problem of business and that it has been brought about as a result of intense competition and the insistent demand for greater indi-

vidual efficiency. Mr. Knox further states, in the past business and selling were conducted by guess, today we must know the reason why. To know the reason why is to increase individual efficiency. Efficiency is the watchword of today.

The problem of efficiency can be solved only by training and being trained.

The late Professor James of Harvard often came to the conclusion that the average man was using only one-tenth of his brain power, thus nine-tenths of the average man's brain is a waste.

Mr. Knox in *Sales-man-ship and Business Efficiency* says, "The great American desert is not located in Idaho, Arizona, or New Mexico, it is under the hat of the average man."

The average man of today is classed as a failure because he earns little. Statistics show 85 per cent of men in this country earn \$15.00 per week or less. Only 7½ per cent earn between \$1,800 and \$3,000 a year. The question may be asked, "Why do they not earn more?" The answer is, "They do not know how to think."

They have never learned how to use their brain to anything like the extent of their possibilities. Never in the history of the world has there been such a demand for high priced men as at the present time.

Mr. Hugh Chalmers, president of the Chalmers Automobile Company, said (so states Mr. Knox in *"Sales-man-ship and Business Efficiency"*): "It takes five great M's to make up the problem of every business man in this country today. They are Money, Material, Machinery, Markets and Men, and the greatest figure in the problem is men."

He said, "Really valuable men, high-priced men, are the hardest thing to get of all the things the manufacturers need."

Men in the mass are the cheapest thing in the market. There are too many \$1,000 men, too few \$10,000 a year men.

We may wonder why this is the condition. There is a cause for this somewhere. I will speak for myself. I believe it is the lack of efficiency, the result of wrong thinking. Let us examine ourselves and find out why we fail and why we succeed.

I believe the principal reason why so many of us are failures is because we have never learned how to think analytically, being guessers instead of thinkers.

In order to be efficient, successful men and women we must think, remember, and act. If a man thinks he must have a drink of "booze" before he can get along and do a thing that demands efficient service he has thought wrong, for alcohol impairs the mind (mental) and physical make-up of man, therefore rendering him inefficient. What employer wants an inefficient employe?

Another may prove his wrong thinking and inefficiency by permitting a thing to be left undone for the time being that should be done at once. Still another by seeing something that should be done and because it may be a little out of his or her line of employment pass it by with a "let George do it" spirit, which is wrong thinking. Look at our court records, on them can be seen failure and crime, which are the fruits of wrong thinking. We should get a clear idea of thinking right by analyzing our thoughts and imaginations. Think clearly before acting. Learn to think quick and act quick. Right thinking helps us to develop a good memory. Some gentle critic may say this looks and sounds all right in print, but the writer don't know my circumstances and environments.

It is in your power to become master of yourself and circumstances. You can control your environments and not have them control you.

As God created and is Master over you, likewise you are creator and master over your own destiny. The failure of the average man can be laid to wrong thinking.

Some may say we cannot always control conditions. True, there will be times in spite of every effort and all precaution when it cannot be done immediately.

Sometimes we may feel that conditions cannot be bettered. We may get out of bed on the wrong foot and things seem blue, oh! so blue, and we have in our minds, "no use trying." We may know then we are going to have a fight on hand, so let us prepare for it from the beginning and watch it to the end. There are times when the sun is hidden from our view behind the clouds, but nevertheless it is shining. Just watch the clouds pass away.

Self-control is the greatest factor in success and is brought about by right thinking. A man or a woman that cannot or will not control self can never become a leader, as leadership depends upon self-control, and the ability to lead and control thoughts and actions, to influence others to think as we think, feel as we feel, and act as we may desire them to act. Without self-control no one is qualified to become a leader.

Efficiency is essential to leadership.

A man or a woman's character in combination of self-control is the greatest important factor in efficiency, success and leadership.

Show me a man or woman possessed of positive, creative, and active character and you are showing me one possessed of the ability to do things which require leadership.

A few words on "habit forming."

It has come to my notice in railroad yards and on the main line many switchmen, trainmen, engineers, and firemen, conductors, yard track foremen, section laborers, yard clerks, car repairers, and numerous others are possessed of bad-habit forming, thus rendering inefficient, unsafe service.

Many switchmen will go between cars to separate them while in motion. Some when shoving cars where it requires the closest attention in looking out ahead to be prepared for emer-

gency and quick action, are to be seen looking across country or up the street. Some seldom ever give a plain sign with a lamp or hand. Some engineers, firemen and hostlers will move an engine after it has been standing still for some minutes without ringing the bell or sounding the whistle. Some engineers, switchmen and trainmen will disregard rules and laws by running over railroad crossings and shoving cars over crossings before stopping.

Some yard clerks and others, whose duty does not require it, are seen hopping on footboard of engine and getting on cars while in motion.

There are numerous others who are guilty and numerous other bad habits are practiced which space will not permit me to mention.

All of the above habits are detrimental to life and limb and the public and property. Some men in every class of service are always observing, careful, looking for an opportunity to better conditions for the safety of the employe and the public. Such an employe is many times criticised by other employes. It seems that with some, destructive criticism is easier than constructive.

Many employes lessen the danger to themselves and fellow employes by doing a little extra work which may be classed as out of their line of employment. Such an employe is sure to be criticised by the unscrupulous, unfaithful employe, but what matters that?

You will never see such an employe in the hospital or hunting a job as often as the last named.

Such men as the first named have learned the lesson of good habit forming, and are valuable to their employers, their families, and the public.

The other class of men are careless, unconcerned, indifferent, and are a great expense to their employer, family, self, and detrimental to the public.

When a habit has been formed it is hard to change it.

Habit is to us what the channel of

the Mississippi River is to its waters. The water runs in the river's channel today and will run there tomorrow.

The water runs where the channel is.

Our thoughts become actions, actions become habits, and habits form character. Character of the very best is a jewel to be desired and admired. It is easy for the man or woman who thinks and studies to keep on thinking and studying. It is easy for the man or woman who is faithful to continue faithful. It is easy for the man or woman who works steady to keep on working. It is easy for the man or woman who is habitually truthful to tell the truth. It is easy for an honest man or woman to be honest. It is easy for the man or woman who arises at a certain hour to arise every a. m. at that hour. Such habits may seem hard at first, but when the habit is formed, it is just as hard to do otherwise.

Moulding character of the highest is the fruit of good habit forming.

A man or woman of high character will stand the test anywhere under the weight of destructive criticism and when weighed in the balance will not be found wanting.

No doubt many who read this have read, if not seen, how steel rails are made. A steel rail is made according to definite scientific specifications. Every mould of steel that is made is analyzed and tested. All steel that is used in the manufacture of steel rails must contain a certain percentage of phosphorus, a certain percentage of sand, a certain percentage of sulphur, and a certain percentage of magnesium. If the rail has too much phosphorus, the rail is too hard and in cold weather will break under the weight of the train. If it has not enough phosphorus it will bend under the weight of the train.

As in the manufacture of steel rails, such scientific care and analysis should be taken in building character, true manhood and true womanhood.

If we use careful, scientific specifications in accordance as the builders

of steel rails do, we will form good habits which will produce character beyond reproach. We will increase our efficiency, our usefulness will become greater at least cost to ourselves, employers, our family, and the public.

Why not get in the line of good habit forming, and build a type of manhood and womanhood that will stand the test. Every man or woman should know their weakness and build to strengthen that weakness.

We must bring into our possession the positive qualities of intellect, of sensibilities, and of will which we must develop in order to become efficient and reliable.

How are we to do this?

I answer, by observing, concentrating, memorizing, imagining, reasoning, and good judgment, being honest, loyal, sincere, faithful, ambitious, and courageous.

Just a few closing words on loyalty. Loyalty, in the sense I speak of, consists in rendering whole hearted, untiring, ambitious, enthusiastic, optimistic service to employer during hours of service, and by being of much service as possible before and after hours of actual service.

Loyalty consists in doing everything possible that will honestly advance the interest of your employer.

I believe any employe who will not do his or her best under all circumstances and will not render the best of service which he or she is capable of doing is disloyal to their family, employer, and the public.

Any employer who will not in like manner appreciate and stand by an employe who puts forth such efforts is in like manner disloyal to his employe, his family, the public and himself. The man or woman who shirks from duty is disloyal and a fraud.

Remember, loyalty helps to build a life, and is a great stepping stone to character and success.

A loyal employe is a profitable servant.

The scripture says, "The servant is worthy of his hire."

The employe who wilfully and extravagantly wastes his time is not a faithful employe and is not worthy of his hire.

I don't think much of a fellow employe who is thinking more about quitting time and pay day than of rendering efficient service. In my opinion you will find such a one a bore around the home and undesirable in good society.

If an employe will not render his or her employer the best service of their ability, they should be summarily dealt with.

Every employe owes to his employer to boost, push, or pull, fall in line or get out.

I don't believe there ever was or ever will be a time of greater demand for loyal, efficient, honest, faithful, reliable employes than at the present time.

True is the proverb, "He profits most who serves best."

A PASSENGER ACKNOWLEDGES COURTEOUS TREATMENT RECEIVED FROM FLAGMAN C. J. NAUMAN

Waterloo, Ia., Nov. 21, 1917.

Supt. Ill. C. R. R.,

Dubuque, Ia.

Dear Sir:—

A short time ago, myself and wife were passengers on train 13 and 14, Waterloo to Ft. Dodge and return. Want to state your Flagman or Br'kman was very polite to all the Passengers and he pro-

nounced the stations very plain. I will recommend your road to anyone to be treated courteously, which I think is a great benefit to the traveling public. Have since learned it was a Mr. Nauman.

Yours truly,
Mr. and Mrs. Chas. Seppich,
339 Sumner St., Watrloo, Ia.

Contributions from Employees

“Arteries of the Nation’s Life”

Mort W. Thompson, Locomotive Engineer, Chicago, Ill.

The railroads are indeed the “arteries of the nation’s life.” Now, when the world war is bringing so forcibly to the American government and people the importance of the railroads to the welfare, nay, the very existence of the nation, the time has arrived to “strike while the iron is hot” and obtain legislation that will be an aid to railroad efficiency.

The government is calling for efficiency on the part of railroad men. The modern railroad organization is such that efficiency is the watchword and the best efforts of the rank and file are given to their various duties. To obtain increased efficiency, therefore, it behooves the government to abolish all obsolete and unnecessary regulations and restrictions that at present impede railroad operation and to enact laws for railroad regulation based on modern business principles.

My observation has been that the law making bodies, particularly the municipal bodies, are inclined to hamper rather than to aid railroad efficiency and many of the laws now in force show a great lack of judgment. The various restrictions governing railroad operation through towns and villages are enacted by the local authorities and some of these restrictions are such as to lead one to believe that the welfare of the community is not considered as much as is a spirit of retaliation for some fancied grievance. To illustrate the workings of these local authorities, I wish to cite the following instances:

When I was firing the fast mail run, a number of years ago, this train had been stopping at a certain small station on flag, as an accommodation to the townspeople. On account of heavy business making it difficult to make the time it was decided to discontinue the stop at this station. The village authorities immediately threatened to lower and enforce the speed restrictions unless the stopping of the train was continued and with this club forced the Company to make the stop.

Several years ago I was running an engine on a north bound freight train when

the train parted while passing through a small town, blocking the main cross street. The brakeman immediately went back, located the trouble, shut off the angle cock and cut the crossing when the air brakes were pumped off. This trouble happened at about 7:00 o’clock in the morning and the time consumed between the stopping of the train and the cutting of the crossing was seven minutes.

A blustering member of the village board happened to be at the crossing at the time and he pulled out his watch and timed us. When the crossing had been cut he ordered the village marshal to arrest the conductor for violation of the village ordinance regarding the blocking of road crossings. The conductor was arrested and taken to the village hall and a messenger was sent for the judge, who shortly appeared and called a special session of court. The conductor asked for a continuance so that he might get counsel to represent him and after some deliberation it was decided to grant the continuance and allow the Company’s Agent to sign a bond for the reappearance of the conductor. The conductor was then released and the train allowed to go. These proceedings took up some time and meanwhile a tonnage freight train was held and the main line blocked, all for the trivial offence of blocking a village street for seven minutes at a time in the morning when there was little or no traffic.

I attended the trial when it was called and of course the village officers were well represented. After the usual preliminaries were over and the village officer who had caused the arrest had testified as to the seven minute delay, I became curious as to the nature of the ordinance under which the arrest had been made and I asked the court to have the ordinance read. The court consented and requested the clerk to read same. The clerk looked through an old account book in which the ordinances were recorded and finally found the one desired. What was the surprise and consternation in the court room when it was found that the time allowed for the blocking of crossings was ten minutes in-

stead of five as they had supposed. The case was immediately dismissed and the villagers were profuse in their apologies. This was a case of persecution of a railroad and delay to traffic when the local authorities didn't even know that their own local laws were.

Such instances as the above show the fallacy of empowering local law making bodies to pass laws for the regulation of railroads and I believe that the making of such laws should be taken out of the hands of local authorities, or at least that any laws promulgated by them be passed on by a competent federal board before they are put in force.

An ordinance requiring the slowing up of trains to six miles per hour to prevent crossing accidents is ridiculous, shows the impracticability of the sponsors of same and emphasizes the necessity of removing from village boards, etc., the authority to make such arbitrary laws.

I believe that a reduction in speed to from twenty-five to thirty miles per hour gives sufficient warning of the approach of a train to enable any person of average mental equipment to avoid an accident and this should be the minimum speed restriction allowed. Such a reduction through a town would answer all requirements and have no material effect on the running of a train.

As regards warning devices for public safety at road crossings, the great trouble throughout the country is a lack of uniformity. Some crossings are protected by flagmen, some are equipped with gates, some have automatic visible or audible signals, some have two crossed boards on a post and some have a sign marked "Railroad Crossing" set upon a post. These signals are sometimes on one side of the railroad and sometimes on the other and sometimes on one side of the road crossing and sometimes on the other. There is no regular system.

The automatic and manually controlled devices are expensive and are not thoroughly reliable. Gatemen sometimes fall asleep or neglect their work and automatic signals sometimes fail. As many people get into the habit of depending entirely on these warnings, their failure is a positive menace.

I believe that a standard stationary crossing signal of some prescribed shape should be adopted by every railroad in the country and that one of these signals should be placed on each side of the track, on the right side of the road, where it could be plainly seen by approaching traffic. An additional signal could also be posted down the road a short distance as a warning of the proximity of the crossing signal, after the manner of a distance signal at an interlocker. These signals should be painted in a conspicuous manner so that they could be seen at night by the aid of lights of approaching vehicles. At crossings where lights are required, a red signal

of some selected standard shape could be installed after the manner of the large red globes at street intersections in Chicago.

The cost of maintenance of such signals as I speak of would be very little, they are as nearly infallible as it is possible to make a warning and there would be no excuse for any alert person to get on a railroad crossing without previous knowledge of the presence of the crossing.

Now that automatic construction has reached the present state of perfection, motorists take long trips and are constantly running through unfamiliar territory. They often run upon railroad tracks before they are aware of the existence of a railroad crossing and undoubtedly many accidents are due to this fact. The adopting of a standard form of railroad crossing warnings would seem, therefore, to be imperative.

The ever increasing number of railroad crossing accidents, both to vehicles and pedestrians, demands drastic action and I wish to suggest that agitation be started for the passing of a Federal law requiring every pedestrian and vehicle to stop at every railroad crossing and not proceed until they have looked and listened to know that the way is clear. Failure to observe this law should be met by adequate punishment.

A campaign to effect this end by education of the people through moral suasion would be a waste of time. The average man who is careless about crossing a railroad is not likely to be influenced by any peaceful persuasion. He has been able to get through life so far without an accident and he doesn't see but that he can continue in the same old way. When he finally gets struck by a train there is generally no "come back" and he is done for. If, however, instead of being struck by a train he was struck by about ten days in the County jail or a good stiff fine for his carelessness, he would mend his ways and such punishment would do more good than all of the advice in the world. The fear of punishment for wrongdoing is the controlling factor in the conduct of humanity and the observance of a law such as I suggest would become a second nature and practically eliminate crossing accidents.

During the time that I have been in the engine service I have witnessed accidents fatal to six people and all of these accidents were due to the carelessness of the unfortunate victims. I do not believe that my experience in this line is any greater than is that of the average engineer and when the number of engineers throughout the country is considered, and the consequent number of accidents, the effect is appalling.

To substantiate my theory that trespassing on railroad property and a display of carelessness on railroad crossings should be unlawful

acts, I wish to give a record of the accidents I mentioned above.

I was firing a suburban engine a number of years ago and approaching 87th Street Station I observed a number of men walking alongside the track toward the station with the evident intention of taking our train. When the engine was within ten feet of one of these men he stepped onto the track and was instantly killed. The engine bell was ringing at the time. Cause of accident—failure to look and listen.

Two years ago I was pulling into 63rd Street Station on a south bound local suburban train and when I was within about twenty feet of the baggage crossing at the north end of the platform two women started running over this crossing. One of them got over safely but the other was struck and killed. They were a mother and daughter who had got up on the wrong platform and seeing their train pull in on another track had attempted to reach same by running over a crossing not intended for passengers. The bell was ringing and the headlight was burning but they failed to notice same. Cause of accident—failure to look and listen.

Last Summer, on a very dark night, I was on a North bound suburban engine and when within a very short distance of 130th Street crossing I saw a green light move on the track ahead of me. It was too late to prevent an accident and the next instant there was a thud and the crossing flagman rolled over to the side of the track, dead. Here was a man entrusted with the duty of preventing crossing accidents and he failed himself to notice approach of the train although bell was ringing, headlight was burning and the crossing whistle had been sounded. Cause of accident—failure to look and listen.

About two months ago, on a dark night, I was approaching 109th Street on a South bound suburban train when the headlight shone on a man walking on the track toward the engine. I immediately whistled and stopped the train and had the man been on the alert he could have escaped. He did not get out of the way, however, and was struck and fatally injured. Cause of accident—trespassing on a railroad elevation and not looking and listening.

On October 31st last, Hallowe'en, I was on a South bound suburban train and approaching 138th Street crossing, Riverdale, I noticed the crossing flagman waving his lamp at someone and about the same time the fireman started shouting at someone on the track on his side. I immediately applied the brakes and as I passed over the crossing I looked across the cab and through the gangway I saw several girls running over crossing toward our train. They were evidently trying to attract our attention to have us stop and pick them up. In their excitement they failed to notice anything but our train and did not heed the warnings of the fireman or flagman and did not see the headlight of a North bound train approaching on the next track. The next instant the North bound train had run down and killed two of them. These girls were on their way to a Hallowe'en party in Harvey, going hand in hand, happy and gay, and the threads of their lives snapped off in the full bloom of their youth on account of failure to STOP—LOOK—LISTEN.

I have been fortunate so far in not having struck any automobiles, but on five different occasions I have avoided such accidents by anticipating "bonehead" moves on the part of motorists. On four of these occasions gate-men had failed to lower crossing gates on the approach of train at crossings where buildings obstructed the view of tracks. Each time I brought the train under control and as I neared crossing a large auto sped over crossing without any hesitation and had not train been under control each of these autos would have been struck square in the middle. On the other occasion a motorist raced me for a crossing and as I didn't want to be a "fool-killer," I checked speed of the train and avoided accident.

Observation of the indifference paid to crossing signals of all kinds on the part of people crossing tracks and the Road Department's records of crossing gates being smashed by having been run into by automobiles will further prove the necessity of a crossing law such as I advocate.

The suggestions I have made in this letter are all practicable and I believe that they are worthy of careful consideration.

Shippers Order Shipments Delay Cars

F. E. Lambeley, Agent, Monroe, Wis.

The custom which has grown up with traffic developments, and which contribute in a large measure to delays to cars experienced for some time, in addition the

railroads assume the responsibility, for which they receive no compensation. Shippers order notify shipments are generally done for the purpose of securing payment

at destination of a draft for the value of the consignment, the railroad company; is under obligation to withhold delivery of the shipment until the bill of lading is surrendered to it, and in the event delivery is made without the bill of lading the company is liable to the holder thereof for the value of the shipment. The payment of the draft entitles the payer to the possession of the bill of lading, and the bill of lading to the shipment.

Delays to car load shipments so billed, are as follows: As a rule cars are not placed for unloading until the bill of lading is in the possession of the destination agent and about one-half of the time we find shipments arrive in advance of the bill of lading in the banks, due, as I understand it, that the banks forwarding from one bank to another, and on short haul freight and especially from large cities to nearby stations, say 150 or 200 miles from such shipping points, it seems that the shipments always reach destination before the bill of lading reach the bank or after the banks are closed which as a rule close at 3:00 p. m. and quite frequently the party notify will not take up the bill of lading until he can inspect the consign-

ment, which he can only do when allowed as provided in the contract of the bill of lading, when not allowed and the party insist on such inspection, authority has to be obtained from the shipper.

These causes is what delays the equipment. Of course it might be said if the party notify would lift the bill of lading and place same with the destination agent there would be no delay, but this cannot always be done, reasons given above, even if they could or when they can, it seems they will not do so until they are notified that the shipment is ready for delivery on surrender of the bill of lading.

Besides the delays it often brings dissatisfaction between the local agent and the consignee or party notify who might be willing to make a deposit to cover the amount of the draft, etc.

We of course realize that the shippers order notify shipments are covered by the uniform bill of lading approved by the Interstate Commerce Commission. However, it would appear that the same commission or a power greater could eliminate same on car load shipments which would minimize the car shortage.

Safety First: Efficient Service and the Duty of Every Employee—Especially at this Critical Period, War

By C. W. Myers

THIS being my first attempt to take up a little space in the magazine, I will try to limit myself, and this might miss the waste basket.

I have always read the magazine ever since it has been published, and always like to read the letters from employes from every department.

Whether it is an employe making a suggestion or expressing his views on a subject pertaining to handling of freight, or handling of cars and seeing that they are loaded to capacity, or whether it is a subject strictly of a clerical nature, it is helpful to the B. and B. man. I have been with the I. C. R. R. over eleven years. I entered the service of this company June 11, 1906, and served as carpenter and carpenter foreman until September 1, 1917, at which time I accepted a position with the Y. & M. V. R. R. Co. as extra carpenter foreman on the Memphis Division.

The last three years of my service with the I. C. I served as cabinet maker and

emergency store room keeper at Durant, under Carpenter Foreman R. L. Bell, Mississippi Division.

It seemed somewhat serious to me, to think of leaving the I. C. after eleven years' of service.

After being with a company that length of time, one cannot help but feel attached. Yet I feel at home, realizing that it is all the same company, and at the same time having the consolation of knowing that I left the I. C. with a good record and can go back to the Mississippi Division if I should care to.

In reading the magazine from time to time, I seldom find anything from the B. and B. Department. I know of no better way for the B. and B. Department employes to become better acquainted than through the medium of the magazine.

Of course, we realize that the space within the cover of the magazine is valuable, but at the same time we could risk

a few contributions that would be admitted.

The great "Safety First" campaign that has been waged from time to time, should not be lost sight of. The words "Safety First" can be applied to instances other than the prevention of personal injury.

It can be applied in many ways. It can be suggested to the farmer to raise food-stuffs, and entrench himself by preparing for a rainy day.

It can be exercised by all employes of the railroad company, the trackmen, bridge-men, carpenters and other employes, by giving their employers good service, and work to the interest of the company.

Take a personal interest in the daily work. Unless an employe exercises a personal interest and works to the interest of the company for whom he is working, he will never amount to much anywhere, and the sooner he is out of the way, the better off everybody concerned will be.

Right at this time labor is somewhat scarce, however, I have my quota at the present time. I have no bouquets to throw, either at myself or men, but will venture to say that I have a crew composed of straight forward, honorable men. Some of them are subject to the next draft call and no doubt will soon be gone from me. I will be at a loss when they go, as it means much to lose a man who has been with you long enough to become accustomed to the work.

One great feature is, you have to train men to a great extent. No matter how good he is mechanically, you have to train him in many ways, especially along the line of safety first.

One of the greatest problems that con-

fronts a carpenter foreman is, to break men of the habit of leaving nails sticking up in boards where they will be stepped on. I must congratulate myself on having a crew of men that are in the habit of removing nails from lumber before leaving it. Of course it was necessary for me to call their attention to the matter several times.

It is not always the case that we have careless employes. Some are very careful and other are not, and consequently a rule has to be applied that will make all realize the importance of safety first.

Another great nuisance we have is our men getting on and off moving trains. In many instances their duties do not require them to do so and the best remedy to apply in such cases is to apply Rule 5.

Saving of material is a problem that should not be overlooked. At the present prices of lumber and other material, most any workmen, especially a carpenter or bridgeman could save the amount of his wages, by simply using a little judgment.

Some workmen never stop to think that when they waste one foot of lumber in board measure feet, that they have thrown away from two to six cents and possibly more. Some might say that I would spend fifty cents to save twenty-five, but if men are careful they can save material and at the same time work to advantage short pieces of flooring, ceiling, baseboard and in fact, any kind of material should not be allowed to accumulate, but should be used along as the work is done, thereby rendering a great saving.

I will not ask for more space at this time. Would be glad to hear from some of the Mississippi Division boys.

Letter From Engineer E. J. Bolian

New Orleans, December 21, 1917.

Editor, Illinois Central Magazine,
Chicago, Ill.

Dear Sir:—A short time ago my pay check was short to the amount of \$22. I wrote timekeeper who in turn informed me that two tickets covering nearly 400 miles did not reach him, and same would be allowed in following pay as those two tickets did not quite cover the shortage. I wrote the timekeeper again, sending him the following:

"I need all the change, need it bad.

When check is short I feel so sad;

Necessities of life are up in the sky,

Overalls too have begun to fly.

See by the above why I need all the time;

Feeling rather good, thought I'd tell it in rhyme.

So, Mr. Timekeeper, be peaceful as a dove

If not rewarded on earth you'll get it above.

You may think I am trying to be a poet

While I think I am as much one as a sheep in a goat.

Not working on Sunday, having this day to rest,

Gives me pleasure to pen this and wish you the best."

The timekeeper wrote me as follows:

"E. J. B.—You are still short \$1.50 and will allow it in next pay. I bet you think hard every time you lay down the coin for beans and such. Man, I get sick every time I pass a butcher shop and look at a piece of pork. I suppose I would die if I got hold of a piece to eat. Well, I don't think there would be any eating, would just taste it and put it back."

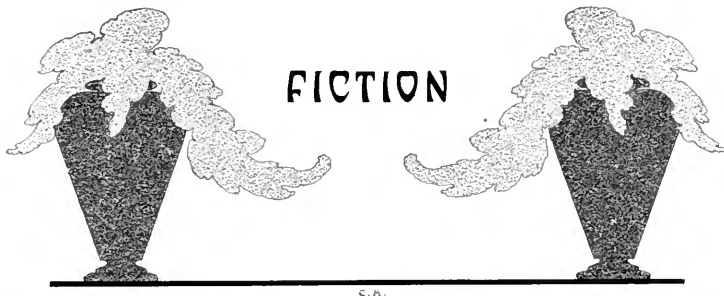
I wrote him the following:

"I have your note in which you say
 The one-fifty shortage I'll get pay day;
 In the future I'll have no room for complaint.
 If I do you'll receive it as meek as a saint,
 I regret very much to always whine
 When tickets don't reach you to cover my time;
 I feel satisfied you work hard to please
 The men in the service and their mind to ease,
 Which you know is done when pay comes right,
 But when it is otherwise they want to fight.
 You say high cost of living also pinches you;
 Long ago eat pork now lucky to get stew.
 Looking at chicken can't make out what it is,
 Think it is something the money class use in their biz.
 I will tell you now and it's no dream
 No matter how strange to you it may seem,
 The last time I eat chicken I kept all the bones—
 Would not swap them for a lot of ice cream cones.
 Even in summertime when sweat is on the brow
 And would not think of giving them for a cow
 At some future time and it's not far away,
 They will be on exhibition to see them you'll pay,
 So we will work on for the Ill. Cent. doing our very best.
 The next time my pay is short will write you the rest."

Mr. Editor:—Some of the boys told me to send this to you and you would give it space in magazine. If you think it is worth the space why kindly do so, if you think otherwise, why just put it where most editors put a lot of nonsense. I will not lose any sleep over it.

Yours truly,

E. J. Bolian,
 Engineer, Y. M. V., N. O. Div.



The Revolt of Jane

By Helen Lee Brooks

WHEN the Doctor's wife died, every one in the village wondered whom he would choose as her successor, and whether or not his first proposal would be declined. The general opinion seemed to be that this would not be the case, for the Doctor

was considered a very good catch in the village of Burkesville. He was not very old, had a flourishing practice, a comfortable home, and held mortgages on most of the nearby farms. Furthermore, the Doctor was not only skilled as a physician, but

was equally skillful in collecting his accounts—an unusual combination in a country doctor. True, he was rather deaf, but every one in Burkesville was used to that and it could hardly be counted as a defect, or as impairing his eligibility.

The Doctor was highly esteemed in Burkesville, and the untimely decease of his wife did not diminish his popularity with the ladies of the village. And the matrons took almost as much interest in speculating on who would be the "Doctor's second wife," as did the marriageably inclined spinsters in preparing and spreading their nets for the unsuspecting widower.

It is not quite clear when the matrons began to predict and when the maids began casting their nets, but Opha, the village helper, declared as the "gospel truth" that the day of the funeral—in fact, while the melancholy obsequies were taking place—she heard Mrs. Simpkins tell Mrs. Travis-Smith, that in her opinion it would be Melissa Jones, and there were very few words uttered or acts transpired in Burkesville that Opha did not hear or see. Opha further asserted that while she was cleaning the parlor for the funeral, she heard Jennie Walker tell Lily Wilkins that Sue Marquis had sat up all the night before finishing a new dress to wear to the Doctor's wife's funeral. These three young women, with Josie Harvey, composed the quartette that was to sing, "Shall We Meet Beyond the River," and "Nearer My God To Thee," at the Doctor's wife's funeral. These two hymns were always sung at every orderly, well-conducted funeral in Burkesville.

That the Doctor would not, after a decent—or indecent—interval select a help-meet, did not dawn on the minds of the villagers. That was not the fashion in Burkesville. The custom there, made honorable by a long line of precedents, was for the bereaved to mourn diligently for a few months and then cast about for a suitable successor to the departed. And the Doctor did not bid fair to vary from the

long-established, highly-respected custom. That he had been an affectionate, devoted husband was universally admitted. From this opinion there was not one dissenting voice. Even Mrs. Simpkins, who seldom agreed with any one on any subject, assented grudgingly that "the Doctor and Melia certainly were in love with each other." It is true, some of the villagers affirmed that the "Doctor hardly knew his soul was his own," so absolute was his subjection to the imperious Amelia.

Opha, a specialist in such matters, declared that the funeral was the most elegant ever witnessed in Burkesville. The "delegations"—thus Opha designated the floral display—"was grand," she averred to Mrs. Martin, when she came to do the weekly washing, the day after the funeral.

The Doctor's first expressions of grief were warmly approved by the village. His wife had not been a beautiful woman, but nevertheless a picture of her, enlarged to enormous proportions, was the principal adornment (?) of the little parlor. Not content with one likeness of the dear departed, he had three more large pictures made, all framed in the brightest of gilt and the reddest of plush. One of these was hung in the front hall, so that the first object to meet the eye as one entered the door, was a staring likeness of the dead mistress. The second picture held the place of honor over the dining room mantle, while the third and largest of all, was hung in the Doctor's bedroom. As a further token of his grief, the marriage certificate, surrounded by an ebony frame, hung just opposite the bed, where the Doctor's eyes would rest on it as soon as he awoke.

And now, having performed with all faithfulness, his duties to the dead, he turned his attention to the living.

Though the village was surprised at the Doctor's choice, it, on the whole, approved. True, Lily Wilkins was heard to wonder, "What the Doctor could see in that dowdy little Jane

Thomas," but otherwise the opinion was unanimous that Jane was a good girl, and would make the Doctor a devoted, submissive wife. Jane was an orphan, and her life thus far had not been an easy one. She lived with her uncle, and though practically taking the place of a servant, she was none the less made to feel that she was an object of munificent charity. She had never had anything of her very own, except a few shabby clothes, generally the cast-off garments of her cousin, and a narrow, well-worn ring that had been her mother's. With the beginning of the Doctor's attentions Jane's position in her uncle's household suddenly improved, and when the engagement was announced, Jane's uncle discovered that he "loved her like a daughter."

Jane had a faithful, affectionate little heart that had been starved, and when the Doctor spoke gently to her and told her that he loved her and wanted her for a wife, she was deliriously happy. Long engagements were not the fashion in Burkesville, but the brief period that separated the proposal from the marriage ceremony sufficed for Jane to fall very deeply in love with the Doctor. And every time he talked to Jane and looked into her childish, innocent blue eyes, he grew fonder of her. Of course, she was not like his peerless Amelia—his "angel wife," he liked to call her—to whose judgment he had been accustomed to defer on every subject. But Jane was sweet and gentle and the Doctor was sure she would be an affectionate, obedient wife. The wedding took place in the early summer, and after a trip to "Niagara Falls"—the Doctor was well-to-do and could afford an extensive trip—Jane and the Doctor settled down to housekeeping.

Jane's blue eyes opened wider as they met the stern eyes of the Doctor's first wife staring at her from the wall as she stepped into the front hall for the first time. She started a little, and the Doctor said solemnly, "Jane, that is a picture of my dear Amelia,

my angel wife. She was a wonderful woman, Jane."

"Y-e-s," said Jane, a little doubtfully, her eyes still fastened on the picture. Was it her imagination, or was there really an expression of malicious triumph in the pictured eyes that seemed to say, "You think you have taken my place, but you are mistaken. You have tried to usurp me, but I shall have revenge."

Jane was aroused by the Doctor's voice saying, "Come, Jane, my child, let us go into the parlor," opening the door as he spoke.

Again was it Jane's fancy, or did she really detect the faint, sickenish odor of fading tube-roses and magnolias that one unconsciously associates with funerals? She stepped bravely into the room and there was met by another life-sized portrait of the Doctor's first wife, more stern and forbidding in aspect than the one in the hall.

"This picture," said the Doctor, "of my angel wife was taken in her wedding gown, soon after our marriage. It was considered a very excellent likeness. Jane, my child, she was a wonderful woman."

"Y-e-s," timidly assented the now almost frightened Jane.

"And see, Jane," went on the Doctor, producing a large bottle nearly filled with a fluid in which floated about a dirty-looking substance, "here are some of the flowers from angel wife's coffin. I have preserved them in alcohol, and keep them here on the table just beside the Bible."

Jane was spared the necessity of replying by the welcome announcement that supper was served.

"Thank goodness!" she thought, "I will get away from that terrible picture for a few minutes at least."

But her hopes were dashed to the ground, as the stern eyes over the mantle stared into the depths of Jane's shrinking little soul. Again she was assured that "Amelia was a wonderful woman," and again Jane assented, this time more feebly and timidly than before.

Jane observed that more than once during the meal the Doctor's eyes slowly travelled from her face to the face in the picture. With a twinge of jealousy and resentment she thought, "He is comparing me to her. Every word I utter is being measured by her conversation," and Jane soon lapsed into silence.

But the poor child's worst ordeal was yet to come. Ascending to the nuptial chamber, she was confronted by the fourth picture, and, merciful heavens! the marriage certificate in its sable frame. And for the fourth time Jane was told that "Amelia was a wonderful woman."

Jane deserved the epithet—"gentle"—that was so often applied to her. Moreover, she was a hopeful little creature and determined to displace the dead woman, who seemed to dominate the Doctor's mind as her pictures dominated every corner of the house. Jane was too ignorant of art to realize the full horror of the monstrosities. But to be tyrannized over by a dead woman, even if she were an "angel"; to feel those cold, critical eyes scrutinizing her every act; and see, turn where she would, that half-malicious smile was too much for even Jane's gentleness. Her nerves went to pieces. Her sleeping hours were haunted by visions of pictures of every shape and size, all of the same stern, sharp visaged woman. One night as she lay awake trying to devise some plan to rid herself of this incubus, she heard the Doctor murmur in his sleep, "Amelia, Amelia, my angel wife." This was the last straw that broke Jane's tattered little frame. Turning her face to the wall, she sobbed bitterly. Was she always to be haunted by this ghost? Jane was certain that the Doctor really loved her, and it was only a morbid sense of duty to the dead that kept Amelia ever before him, not as a half-sweet, half-sad memory, but as an actual, living discordant presence. This morbidness was further stimulated by the pictures.

So the weeks and months dragged drearily by for poor little Jane. Amelia

showed no intention of relinquishing her authority, and Jane could not find it in her loving, little heart to utter one word of complaint to anyone, least of all to the Doctor. Gradually she came to spend most of our time in the kitchen, the one room in the house where she could escape Amelia's eyes.

Jane would have liked to re-arrange the furniture, but her first suggestion was met by a pained expression in the Doctor's eyes and the said, reproachful words:

"Everything is just as Amelia left it. I have never allowed anything to be changed," and Jane did not persist.

When Jane realized that she was soon to become a mother a thrill of joy went through her. Now she would come into her own. Now she would displace in her husband's heart and mind the woman who, though buried, would not die. Jane remembered the Doctor telling her, soon after their marriage, that the only sorrow of his and Amelia's wedded life was that no child had been born to them.

Jane was more happy than she had been since her marriage and the Doctor seemed to share her joy. Safe in the sunny little kitchen, away from Amelia's jealous, disapproving eyes, Jane sang as she stitched away busily at the little garments.

As if to emphasize Jane's claim on the little stranger, she was born on her mother's birthday. As Jane held her babe in her arms and felt the pressure of its tiny hands on her breast, even Amelia's stern eyes could not disturb her. This child was her very own, flesh of her flesh, blood of her blood, soul of her soul. As Jane lay quiet and happy, dreaming of the baby's future, the Doctor came softly into the room. He leaned over and kissed Jane tenderly.

"Jane, my child," he said, "how fortunate that baby is a girl so we can name her Amelia, for my angel wife. She was a wonderful woman, Jane."

Jane's only answer was a storm of tears. When he grew more quiet she sobbed out:

"I don't want her called Amelia. I won't have her called that. I hate Amelia. Why won't she stay dead?"

"Why, Jane!" exclaimed the Doctor in horror-stricken tones. My child, hate my angel wife? What do you mean?"

By this time Jane was hysterical, and the husband of the dead Amelia was lost in the physician.

"Be quiet, little girl," he said soothingly. "Don't cry. It's all right."

Jane was strong and well before the question of baby's name was broached again. She was to be christened the next Sunday, which happened to be the second anniversary of Jane and the Doctor's wedding.

"Of course, Jane," said the Doctor, "she will be called Amelia. Everyone in the village will expect it, and Amelia, my angel wife, I think will be made more happy in heaven."

Jane did not answer, and the Doctor, assuming that she consented, said no more.

On Sunday morning as Jane, her babe

in her arms, and the Doctor by her side, stood before the grey-haired old minister there was a look of calm determination on her childish face. As the minister took the babe in his arms, he inquired in a whisper, "What is the name?"

The question did not reach the half deaf ears of the Doctor, and Jane answered quickly and firmly:

"Jane."

As the sonorous tones of the minister echoed through the church as he repeated the solemn words:

"Jane, I baptize thee in the name of the Father, and of the Son, and of the Holy Ghost, Amen and Amen," the Doctor stared at Jane in silence, too amazed to utter a sound.

The rule of Amelia was over; the reign of Jane began.

One question has always perplexed the village, and even Opha has not been able to answer it.

What became of the pictures of Amelia?

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During November the following gatekeepers lifted card passes and commutation tickets, account having expired or being in improper hands: Freda Gross, Eleanor Jacobs, Mabel Bergmann, Bertha Johnson.

Suburban Conductor A. F. Pomeroy, on train No. 138 November 1, lifted employe's suburban pass, account being in improper hands and collected cash fare.

Suburban Flagman A. Huedapohl on train No. 579 November 18 lifted employe's suburban pass, account being in improper hands and collected cash fare.

Conductor H. B. Jacks on train No. 22 November 4 declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor F. A. Hitz on train No. 18 November 16 lifted annual pass, account having expired and collected cash fare.

St. Louis Division

Conductor G. Carter on train No. 3 November 2 lifted employe's term pass, account passenger not being provided with identification slip Form 1572. Passenger refused to pay fare and was required to leave the train.

Conductor A. N. Wakefield on train No. 24 November 6 declined to honor card ticket, being in improper hands and collected cash fare.

Wisconsin Division

Conductor L. Bowley on train No. 216 November 6 declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

Conductor J. W. Whedon on train No. 102 November 19 lifted employe's term pass, account identification slip Form 1572 having been altered. Passenger refused to pay fare and was required to leave the train.

Tennessee Division

Conductor E. M. Kornegay on train No. 304 November 20 declined to honor card ticket, account having expired and collected cash fare.

Conductor S. E. Matthews on train No. 5 November 21 lifted mileage book, account being in improper hands and collected cash fare.

Mississippi Division

Conductor R. F. Cathey on train No. 24 November 15 declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Louisiana Division

Conductor E. S. Sharp on train No. 313 November 6 and No. 332 November 23 declined to honor mileage books, account having expired and collected cash fares. On train No. 331 November 16 he lifted em-

ploye's term pass, account having expired and collected cash fare.

Conductor R. E. McInturff on train No. 23 November 8 lifted card ticket from passenger who admitted having previously secured transportation on same and collected cash fare.

Conductor L. E. Barnes on train No. 1 November 13 lifted annual pass restricted to intrastate travel, account being presented for an interstate trip and collected cash fare.

Memphis Division

Conductor F. B. Bell on train No. 15 November 29 lifted identification slip Form 1572, account passenger not being provided with pass and collected cash fare.

Conductor J. S. Lee on train No. 403 November 30 lifted trip pass, account having expired and collected cash fare.

New Orleans Division

Conductor A. L. Williams on train No. 34 November 6 declined to honor mileage book, account having expired and collected cash fare.

Conductor C. Davis on train No. 15 November 14 declined to honor mileage book, account having expired and collected cash fare.

Division News

Indiana Division

Just a few days more and our brand new sheet for 1918 will be ready to start!

Many of our Mattoon force spent Christmas Day out of town. Robert Laden, chief clerk to road master, with his family, visited in Rockford, Ill.; J. J. Sekinger, supervisor. B. and B., was in Chicago with home folks; chief Accountant A. C. Wilcox was at Springfield, Ill.; D. D. Farmer, chairman in Road Department, went to Fulton, Ky.; W. O. Walker, instrumentman, home to Knoxville, Tenn.; C. W. Heiner, boiler foreman, Mattoon shops and wife, were at Mt. Carmel, Ill.; J. N. Hardwick, chief accountant in storekeeper's office, wife and son, Billy, were with relatives at Osawatomie, Kan.

James Warren, formerly M. C. B. clerk at Mattoon shops (now at Camp Taylor, Louisville, Ky.) spent Christmas with relatives in Mattoon.

W. J. McDonald, formerly division electrician (now at Fort Riley) spent Christmas in Mattoon.

W. L. Stephenson (in France) formerly of Master Mechanic Bell's office force, remembered many of his friends on Indiana Division with Christmas greetings from "The Thirteenth Regiment—Railway Engineers."

We were all pleased on opening last month's magazine (page 29) to see the countenance of J. A. Law, with Group 5 of Company A now in France. From all appearances, John is being well treated as when he was conductor on the Indiana Division.

Employes on the division have responded generously in the Liberty Loan campaign, so far almost \$8,000 being realized; among those who have exerted themselves canvassing, Conductor D. G. Nichols deserves mention, he having sold several hundred dollars worth of bonds.

Superintendent H. J. Roth left December 28th for a few days' visit with relatives in Colorado.

J. T. O'Dea, special yard master, Chicago Terminal, with his family, spent part of the holidays in Mattoon.

William Smith, Jr., assistant general freight agent, Chicago, visited division offices one day this month.

Miss Edith Riggs, stenographer in road master's office at Mattoon, has gone to Chicago to work in the general superintendent transportation's office; Miss Lucille Yount has filled the vacancy.

R. A. Rodeberg, rodman on special work, has been promoted to rodman on Minnesota Division; B. C. Ellis, instrumentman,

formerly on special work, has been promoted to assistant engineer, construction work, Chicago Terminal.

S. P. Munson, pensioner (formerly clerk to supervisor B. and B.) and wife are visiting in Monmouth, Ill.

B. B. Knight has bid in the agency at Latham, Ill.; S. F. Wakefield will assume his duties in the dispatchers' office, Mattoon.

Although we are having real New Orleans weather at the present time, we can prove we had some winter days by George Lahey, of the Accounting Department, who had his ear frozen.

A letter of appreciation has been received from S. J. Robertson, section foreman on this division, of the splendid treatment accorded him on the Illinois Central Railroad recently when he made a trip to Pope, Miss., to bury his child. It is gratifying to receive such reports—to know that such courtesy is being extended, and also that it is so highly appreciated.

A new coal mine is to be put in operation in the near future at Cass, Ind., under the appellation of the Rowland Consolidated Collieries Co. The Maintenance of Way Department is constructing track to serve this mine, from which they contemplate an output of twenty cars per day at the start, to be increased to fifty cars per day a little later on.

The I. C. S. F., a newly formed organization of Agent Ward's office, Indianapolis, is "forging right ahead," the members having completed arrangements for their first affair, an informal gathering, to be held some evening in the near future, at which, we already know, a pleasant time will be had.

If Waterworks Foreman Tom Wilson hadn't brought back some cigars and fine apples to treat the office, we had intended to inquire as to why, when he went to Paducah, Ky., to spend Christmas, he didn't return on schedule time.

The construction of new round house at Mattoon is rapidly progressing and the first seven stalls were placed in use Saturday, December 15th.

Minnesota Division

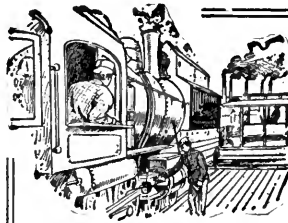
An agents' meeting was held at the Hotel Julien, Dubuque, Saturday, December 15th. Those in attendance besides the division officers and staff were: Mr. W. S. Williams, general superintendent; H. J. Phelps, general passenger agent; C. W. Titus, from the auditor of freight receipts office; W. Calohan, of Mr. East's office; J. F. Rierdon, agent at Freeport; and 29 Minnesota Division agents, including main line, Albert Lea and Cedar Rapids District agents.

General Superintendent William impressed upon the agents the importance of their position with the company and the fact that they, representing the company at their respective station, were in the greater measure responsible for the standing at their station. He called their attention to the unusual conditions existing at present time on account of the war and urged that all co-operate toward efficient handling of this company's business.

General Passenger Agent Phelps requested the co-operation of the agents in the passenger business and emphasized the fact that there is no separation between departments and that they, by taking good care of passenger business, would no doubt, bring about increased earnings for all departments.

Mr. Titus talked concerning the new Mannibill system for billing freight and the Chicago-Rockford plan and explained the details of the workings of these two systems.

Mr. Calohan was very complimentary in his remarks to the agents, on conditions found by freight service department at different times in checking the Minnesota Division and he urged the agents to still further co-operate in the careful and effi-



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cient handling of this company's freight and in the prompt movement of cars.

Mr. Kerr, agent at Cedar Rapids, who is chairman of the Committee of Car Service Commission at Cedar Rapids, called attention to the nature of the work being done by the Car Service Commission which is a part of the Council of National Defense.

The meeting lasted from 1:30 to 4:30 p. m. Those present lunched together at the Hotel Julien. All concerned expressed themselves as being greatly benefited by being together and exchanging views and getting new ideas to carry on their work.

Paul J. Ryan, formerly private secretary to General Superintendent L. A. Downs, recently paid a visit to his home folks and friends in Dubuque, before leaving for Columbus Barracks, Ohio, where he is now in training with the Highway Engineers.

A. J. Donahue, operator at Dubuque, is now at Camp Dodge. His friends hear from him occasionally and latest report is that he is suffering with tonsillitis. We hope he will have fully recovered long before this issue of the magazine is circulated among his friends.

J. M. Bearsley, assistant engineer, is spending the Christmas holidays with relatives in Arkansas.

J. W. Swartz, who has been instrumentman on this division for the past two years, has been promoted to assistant engineer on the Wisconsin Division, effective December 21st. Mr. Swartz's successor has not yet been named.

Mr. and Mrs. C. W. Lentz are spending the holidays with relatives in Dubuque. Mr. Lentz is bridge inspector on the Southern Lines.

W. J. Heckman, formerly assistant chief clerk in superintendent's office, is home on a furlough from Camp Dodge to visit relatives and friends.

Charlie Dugan, of the accounting force, spent Christmas at Ryan, Iowa.

F. J. Coates, formerly assistant engineer on this division, spent a day with us during the month, exchanging greetings with old friends and acquaintances.

Vicksburg Division

Agents R. C. Hemphill and C. C. Wilson have left the service of this company to enlist in the army.

Engineer A. W. Crouch and brother, Flagman T. M. Crouch, have left the service of the Y. & M. V. to enlist in the army.

Mrs. Seymour Simmons and little daughter, Tilda, are spending a few days with parents and grand parents at Brownville, Tenn.

L. H. Michaux, former accountant in local freight office, Greenville, has returned to his old position after an absence of about six months.

Mr. "Slats" Jamison, gravel inspector and Division Claim Clerk J. W. Sterling are confined to their beds with the measles.

Mr. R. F. Hardcastle, stenographer in the road master's office, spent Christmas at home in Kentucky.

"Aviator" Mr. P. R. Henderson had business on the Vicksburg Division December 27th to 31st. His many friends gave him a warm welcome.

An early morning fire at Beulah, Miss., December 29th, destroyed ten stores and one dwelling of frame structure.

Mr. H. T. Watson has succeeded Miss Zeta Buehler as file clerk. Position as file clerk made vacant on account of Miss Buehler promoted to position as stenographer.

Mr. B. F. Simmons, accountant, in the

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City Physicians Explain Why They Prescribe Nuxated Iron

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Quickly transforms flabby flesh, toneless tissues, and pallid cheeks of weak, anaemic men and women into a perfect glow of health and beauty—Often increases the strength of delicate, nervous, run-down folks over 100 per cent in two weeks' time.

IT is conservatively estimated that over three million people annually in this country alone are taking Nuxated Iron. Such astonishing results have been reported from its use both by doctors and laymen, that a number of physicians in various parts of the country have been asked to explain why they prescribe it so extensively, and why it apparently produces so much better results than were obtained from the old forms of inorganic iron.

Extracts from some of the letters received are given below:

Dr. Ferdinand King, a New York physician and Medical Author, says: "There can be no vigorous iron men without iron." Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale—the flesh flabby. The muscles lack tone, the brain fags and the memory fails and they often become weak, nervous, irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

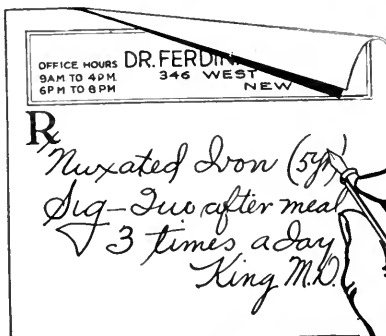
"I have used Nuxated Iron widely in my own practice in most severe aggravated conditions with un-failing results. I have induced many other physicians to give it a trial, all of whom have given me most surprising reports in regard to its great power as a health and strength builder."

Dr. E. Sauer, a Boston physician who has studied both in this country and in great European Medical Institutions, says: "As I have said a hundred times over, organic iron is the greatest of all strength builders.

Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was careworn and nearly all in—now, at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth.

Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron.

If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day for two weeks, then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron



acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that

can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prize-fighter has won the day simply because he knew the secret of great strength and endurance, and filled his blood with iron before he went into the fray; while many another has gone down in inglorious defeat simply for the lack of iron.

Dr. H. B. Vall, formerly Physician in the Baltimore Hospital, and a Medical Examiner, says: "Throughout my experience on Hospital staffs and as Medical Examiner, I have been astonished at the number of patients who have vainly doctored for various diseases, when in reality their delicate, run-down state was simply the result of lack of iron in the blood. Time and again I have prescribed organic iron—Nuxated Iron—and surprised patients at the rapidity with which the weakness and general debility were replaced by a renewed feeling of strength and vitality. I took Nuxated Iron myself to build me up after a serious case of nervous exhaustion. The effects were apparent after a few days and within three weeks it had virtually revitalized my whole system and put me in a superb physical condition."

NOTE—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black or upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion, as well as for nervous, rundown conditions. The manufacturers have such great confidence in nuxated iron that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

superintendent's office left December 15th for Park Field, Millington, Tenn., for service in the Aviation Corps, being succeeded by second assistant account, Mr. L. W. Olin. Mr. Olin being succeeded by Mr. Cadenhead who held position as time keeper temporarily, while Mr. N. T. Buck, former time keeper was called to Chicago to assist on Form 1. He has now returned and is "One of the Boys," taking his old position as time keeper.

Mr. Tom Hyer who has been conductor on Cleveland accommodation has accepted position temporarily as general yard foreman at Cleveland, Miss.

Conductor F. C. McCleish has been assigned to runs 113 and 114.

Mr. J. H. Pogue, supervisor B. and B. clerk, has resigned to accept position with the government as postal clerk. We regret very much to lose Mr. Pogue's service. He was relieved by Mr. A. S. Mann.

Mr. Milton Duncan, chief trainmaster at "Kings Dirt Pit," in connection with track raising work on the Vicksburg Division, reports great success and hopes to be completed with track raising soon after the first of the year.

Our old friend, Mr. Caulfield, inspector of demurage and weighing, favored the Vicksburg Division with a short stay.

Mr. G. C. Christy, master mechanic at Vicksburg, paid a visit to the office force at Greenville, the early part of December.

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Canton, Madison County, Miss.

FEBRUARY 1918

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WILLIAM GIBBS McADOO, DIRECTOR GENERAL OF RAILROADS.

ILLINOIS CENTRAL Magazine

Vol. 6

FEBRUARY, 1918

No. 8

President Issues Proclamation Asking for Food Conservation

Many causes have contributed to create the necessity for a more intensive effort on the part of our people to save food in order that we may supply our associates in the war with the sustenance vitally necessary to them in these days of privation and stress. The reduced productivity of Europe because of the large diversion of man power to the war, the partial failure of harvests and the elimination of the more distant markets for foodstuffs through the destruction of shipping, places the burden of their sustenance very largely on our shoulders.

The food administration has formulated suggestions which, if followed, will enable us to meet this great responsibility, without any real inconvenience on our part.

In order that we may reduce our consumption of wheat and wheat products by 30 per cent—a reduction imperatively necessary to provide the supply for overseas—wholesalers, jobbers and retailers should purchase and re-sell to their customers only 70 per cent of the amounts used in 1917. All manufacturers of alimentary pastes, biscuits, crackers, pastry and breakfast cereals should reduce their purchases and reduce consumption of wheat and wheat flour to 70 per cent of their 1917 requirements, and all bakers of bread and rolls to 80 per cent of their current requirements. Consumers should reduce their purchases of wheat products for home preparations to

almost 70 per cent of those of last year, or, when buying bread, should purchase mixed cereal breads from the bakers.

Should Use Substitutes.

To provide sufficient cereal food, homes, public eating places, dealers and manufacturers should substitute potatoes, vegetables, corn, barley, oats and rice products, and the mixed cereal bread and other products of the bakers which contain an admixture of other cereals.

In order that consumption may be restricted to this extent, Mondays and Wednesdays should be observed as wheatless days each week, and one meal each day should be observed as a wheatless meal.

In both homes and public eating places, in order to reduce the consumption of beef, pork and sheep products, Tuesday should be observed as meatless day in each week; one meatless meal should be observed in each day, while in addition, Saturday in each week should further be observed as a day upon which there should be no consumption of pork products.

A continued economy in the use of sugar will be necessary until later in the year.

It is imperative that all waste and unnecessary consumption of all sorts of foodstuffs should be rigidly eliminated.

Must Eliminate Waste.

The maintenance of the health and strength of our own people is vitally nec-

essary at this time and there should be no dangerous restriction of the food supply; but the elimination of every sort of waste and the substitution of other commodities of which we have more abundant supplies for those which we need to save will in no way impair the strength of our people and will enable us to meet one of the most pressing obligations of the war.

I, therefore, in the national interest, take the liberty of calling upon every loyal American to take fully to heart the suggestions which are being circulated

by the food administration and of beginning that they be followed. I am confident that the great body of our women who have labored so loyally in co-operation with the food administration for the success of food conservation will strengthen their efforts and will take it as a part of their burden in this period of national service to see that the above suggestions are observed throughout the land.

(Signed) Woodrow Wilson,
The White House, Jan. 18, 1918.

Railroad Director Markham and Force "Buckle Down" to Work in New Office



THE MEN WHO WILL DIRECT RAILROAD OPERATION AND TRANSPORTATION IN THE SOUTH WITH DIRECTOR GENERAL McADOO. THE PHOTOGRAPH, TAKEN IN THE OFFICES OF THE REGIONAL DIRECTOR FOR THE SOUTH, READING FROM LEFT TO RIGHT, SHOWS C. H. MARKHAM, REGIONAL DIRECTOR; L. W. BALDWIN, DIRECTOR OF TRANSPORTATION, AND CHARLES R. CAPPS, DIRECTOR OF TRAFFIC, IN CONFERENCE DURING THEIR FIRST DAY AS RAILROAD ASSOCIATES.

WHEN Mr. W. G. McAdoo, Government Director General of Railroads, named President C. H. Markham Regional Director of Southern Railroads, he honored one of the foremost railway executives of this continent.

The connection of Mr. Markham with the Illinois Central and allied lines has,



MR. C. M. KITTLE
Senior Vice-President

from the first, been an incentive to all his subordinates to redouble their efforts to make these properties a model of transportation efficiency, and the measure of success that has been achieved is very largely traceable to the splendid example set by him.

Mr. Markham and his able corps of assistants will beyond peradventure very materially lighten the heavy burden that the Director General is carrying.

During Mr. Markham's enforced absence, Mr. C. M. Kittle, Senior Vice-President, will be in full charge of these properties.

While the upclimb of Mr. Kittle has been meteoric, every promotion that he has received has been based upon ability to take care of the new duties that he was assuming, and the mantle of the "Big Boss" could not have fallen upon more worthy shoulders.

PUBLIC

OPINION



What the

World thinks

CITY WINS FIGHT TO SAVE PUBLIC BELT RAILROAD

Mayor and Associates Assured Local
Utility Will Not Be Taken Over

By Paul Wooton

Times-Picayune Staff Representative.

Washington, Jan. 24.—An understanding whereby the New Orleans Belt railway will be exempted from the President's railroad proclamation was reached today with C. H. Markham, regional director of railroads for the South. The case of the New Orleans Belt railroad was presented by Mayor Behrman, Judge I. D. Moore, the city attorney, and F. H. Joubert, the general manager of the road. Mr. Markham is familiar with conditions at New Orleans and declared he saw no reason for the federal government taking over this publicly-owned and operated utility.

In order to place in concrete form the argument, the salient features of which had been presented verbally to Mr. McAdoo and to Mr. Markham, the commission presented a brief giving the history of the belt railroad and an outline of some of the things it has been able to accomplish. In addition, a personal statement of Mayor Behrman has been printed and presented to those interested.

The mayor's statement is an argument for the retention of the present status of the public utility. Extracts from the statement follow:

"The tracks and switches of the Public Belt railroad are laid wholly within the city limits, its locomotives, tenders

and all whatsoever of its equipment and property are owned and used exclusively by the city of New Orleans, and all such property is dedicated to public use is out of commerce, and not subject at any time or in any manner to any private right, ownership, control or use.

"In its operation the city of New Orleans owns and uses no freight or other cars, and furnishes only and solely trackage and motive power and its own employes to operate trains exclusively, and switches and transfers over its own trackage, freight cars (from which all employes of other railroads are and have been by law excluded during handling thereof by the Public Belt railroad) tendered it, from point to point, wholly and only within the city of New Orleans, for a fixed rate per car, to cover costs of operation and needed improvements to furnish proper facilities for transportation. The city does not share directly or indirectly in any rate or charges made, fixed or adopted for the transportation of freight by any railroad or other common carrier, whether interstate or intrastate and it does not receive or issue waybills nor bills of lading.

"The Public Belt railroad of the city of New Orleans simply is a municipally constructed, owned, maintained and operated switching system, administered by public authority, providing perpetual easy access for freight cars of every trunk line entering the city of New Orleans having merchandise to import or export, to and from all parts of the riverside, to and from the public wharves, to and from transportation companies, and to

and from factories, warehouses and other plants, all within the city limits, and whereby is secured forever economical and expeditious transportation by rail of all manner of products to, from or inside the city of New Orleans, in the cars of railroad companies and common carriers, at the lowest minimum rate of charge, equal only to the cost of operation, maintenance, transportation, development and needed improvements; and, whereby, is prevented congestion of traffic and whereby is ended the vexatious competitors and prohibitive monopolies of railways and common carriers, particularly with respect to the public wharves, docks and river front within the city.

"Being unable to reach the publicly constructed, owned, maintained and operated wharves and docks occupying the entire river front of the city of New Orleans, trunk lines entering said city when they reach their depots or enter interchange stations in the city of New Orleans, have the advantage of having their cars hauled by the city's own locomotives from these points to the docks or wharves of the city, so that the freight may reach the ship's side, or of having them conveyed to warehouses or other places reached by the city's belt and not by trunk lines, thus making the said belt but a trucking proposition on a large, expeditious and effective scale, by means of modern instrumentalities, to wit, tracks and locomotives.

"The scheme of the public belt owned and operated, as I have said, by the city of New Orleans, is unique in its character in this country and makes same essentially, I repeat, an instrumentality of government, a part of the civil autonomy of the city of New Orleans and necessary to the use of the river front, which under our laws vests in the public and cannot be owned by private individuals."

Judge Moore and Mr. Joubert left tonight for New Orleans. Mayor Behrman will remain in Washington tomorrow, after which he will make a trip to New York before returning to New Orleans.—*The Times Picayune, January 25, 1918.*

GOOD RESULTS ACCOMPLISHED.

The spirit in which the Garfield fuel order was received, the popular enthusiasm shown in its execution and the cooperation of all to make it effective and to correct the complications and delays that had arisen, are most encouraging, and will greatly advance and improve the war situation in this country. *The Times-Picayune* expected all this from the American people, and never doubted their patriotism, feeling that the selfish and grouchy element was much smaller than imagined. But conditions are far better than a week ago. The atmosphere has been cleared and the difficulties in our way in the matter of war preparations have been removed or smoothed out in a much shorter time than the most hopeful expected. Order and system have been substituted for chaos, and we have got down to practical work in very short order. Only four days have passed since this (the coal) order was promulgated, one of the most radical measures that could have been imagined. It came upon the American people suddenly, and almost without notice, and it was received at first with apprehension by thousands throughout the country who feared that it would create heavy losses and spread demoralization. It is now seen and recognized even by those who were the most strenuous objectors at first that the unfavorable effect predicted from it have been below what was expected, and that, on the contrary, it has straightened out many difficulties, showing the country to be better organized and better prepared than we had counted on. This improvement must convince all doubters that the American people are ready for any emergency that may arise, are willing to accept any losses, hardships and inconveniences inevitable to war, and are confident that they can solve all problems coming before them with thoroughness and promptitude.

That there was some confusion at first was to be expected, but with the thorough consideration given each question that has arisen it has been possible to clear

away the difficulties that arose and to give every case the fullest consideration, so as to do exact justice to all and to put the Garfield order into exact and practical operation with the least inconvenience and least interference with business. It was found unnecessary to interfere with the full operation of the munition plants, as seemed possible at first, limitation of which was viewed with great apprehension as likely to interfere with our war operations and to give the enemy encouragement. Provision with regard to the output of food was assured, and coal for families was also provided, so as to prevent the suffering likely to prevail in the severe weather prevalent throughout the country. The sawmills which had feared interruption to the lumber industry, one of the most important in the country, were relieved of apprehension and will be able to help in reducing the inconveniences resulting from the fuel famine. The interruption to the shops and stores has been minimized, and even the places of amusement have been given consideration, so as to interfere as little as possible with them.

The great aim of the order is, of course, to assure sufficient fuel to facilitate the rapid movement of freights in this country and between America and Europe. Wonders have already been accomplished in that direction. The coal output has been increased, the railroad service has been improved and expedited, the car shortage has been cured and the confusion that existed has been largely corrected. In Chicago, where they were disposed to be panicky a few days ago, the railroads of every line out of the city will be able today to put their full schedule in operation. The trains have been expedited and are in better operation than when the order was issued.

This movement has expedited our ocean traffic wonderfully. Train loads of coal are making for our ports from all directions, and tugs and barges are being assembled in all the harbors to load the vessels that have laid tied up so long because of the general congestion that has prevailed. Over a hundred ships

have been lying tied up in New York harbor for days unable to move because they could get no bunker coal. The situation was growing more serious, as our associates across the ocean are beginning to feel the pangs of hunger and are appealing to us to ship them food and our own army in France will need supplies.

This is a splendid improvement to make in only four days, and it is most encouraging, as showing the spirit of the American people today, their ability to deal effectively with practical questions. Patriotism, co-operation and energy have removed difficulties and obstacles over which many seemed appalled a few days ago.—*The Times-Picayune, January 21, 1918.*

WEST'S R. R. MEN TO DIG EAST OUT

U. S. Control Plans Temporary Transfer of Labor to Relieve Tie-Up.

Washington, Jan. 16.—To meet the shortage of machinists and other skilled railroad workers in the East, the railroad administration today took steps looking to moving a number of these men from western railroads for a few weeks until the overburdened eastern lines can make delayed repairs to locomotives and freight cars which cannot now be operated.

A. H. Smith, assistant to Director General McAdoo, in charge of transportation in the East, was asked to report on the number of mechanics needed by eastern roads, while several executives of western roads started a survey to ascertain how many men they could spare.

Within a few days the results of these inquiries will be presented to Mr. McAdoo.

Eastern Roads Ask for Help

Meanwhile it was stated today, some eastern roads already have asked the less burdened western and southern lines to furnish them with machinists and car repairers. It was made plain that efforts will be made to transfer only those men willing to make the change, and that no attempt will be made to coerce workmen.

The need of additional labor at nearly all railroad centers in the East was emphasized today in reports of congested transportation conditions to the director general from Interstate Commerce Commissioner McChord. Locomotives badly needed to move freight were tied up for need of repairs.

Railroads plan to take advantage of the shutdown industries the next five days, by order of Fuel Administrator Garfield, to hire idle mechanics and other workmen for railroad work.

This will be left to each local railway executive.

Railroad officials are expected to use their discretion during the next week in handling shipments destined to industries which are shut down under the fuel administration's orders in order to hasten delivery of coal and other commodities to more needy interests.

State Rate Laws Stand

In a conference with state railroad and public utilities commissioners the director general today emphasized that government control does not contemplate nullification of any existing state laws nor abridge the functions of state authorities over roads.

The question of whether the government plans to operate the short independent railroads not connected directly with the national system was before the House interstate commerce committee again today, and Interstate Commerce Commissioner Anderson explained that the administration could not determine for some time precisely which of these short lines would be needed.

A. P. Thom, general counsel for the railroads' executives' advisory committee, speaking for the Western Association of Short Lines, protested that the proposed basis of government compensation was unjust and unfair.—*Chicago Herald, January 17, 1918.*

McADOO NAMES RAIL CABINET

**Big Men From Big Roads Will Aid
Director-General During Period
of War**

(By Associated Press.)

Washington, Feb. 4.—Director-general

McAdoo today had about completed the central staff which will assist him in administering government operation of railroads during the war. Although no official announcement was made, it was understood the staff probably would be as follows:

General assistant, Walter D. Hines, New York, chairman and general counsel of the Santa Fe.

Transportation, Carl R. Gray, Baltimore, president of the Western Maryland; assistants F. T. Bentley, Chicago, general superintendent of motive power Chicago & Northwestern, in charge of mechanical matters; W. T. Tyler, St. Paul, assistant vice-president of the Northern Pacific.

Law, John Barton Payne, of Chicago.

Labor, W. S. Carter, chief of the Brotherhood of Railway Firemen and Enginemen.

Public service and accounts, C. A. Prouty, chief of the interstate commerce commission's bureau of valuation and accounts; assistant, Luther M. Walter, Chicago attorney.

Traffic, Edward Chambers, vice-president of the Santa Fe, until recently traffic director of the food administration; assistants, C. B. Buxton, Philadelphia, Robert C. Wright, of Philadelphia, Gerit Fort, passenger traffic manager of the Union Pacific, G. A. Kirtley, New York.

Traffic Managers.

In addition there will be a board of traffic managers representing different government departments to co-ordinate government shipments. This board will consist of J. F. Holden, Kansas City, vice-president of the Kansas City Southern, representing the shipping board; H. M. Adams, St. Louis, vice-president of the Missouri Pacific, representing the war department; H. M. Anewalt, Los Angeles, traffic manager of the Santa Fe, representing the navy; J. A. Middleton, Kansas City, traffic manager of the 'Frisco, representing the fuel and oil administrations. Mr. Chambers will represent the food administration.

Each to Organize.

The heads of each of these divisions will organize the work assigned to him throughout the country and in general

will utilize the agencies already organized by the railroads under private management. No wholesale dismissal of employes or officers is planned by the railroad administration, although gradually

a number of officials now unnecessary since the removal of competitive conditions may be assigned to other work.—*Rockford, Ill., Register-Gazette, Feb. 4, 1918.*

F. S. GIBONS, Assistant to the General Manager

MR. F. S. GIBONS, recently appointed Assistant to the General Manager, entered the service of the Illinois Central Railroad as stenographer to the Assistant Superintendent at Cairo, later serving in the same capacity at Centralia.

From Centralia Mr. Gibons came to Chicago as Secretary to General Superintendent Sullivan. After three or four years' service in Chicago, he was transferred to New Orleans as secretary to Agent Scaife, and when that gentleman was made Superintendent, he became his chief clerk.

Successively, Mr. Gibons served as Chief Clerk to the Superintendent of the St. Louis Division; Chief Clerk to the General Superintendent of the Y. & M. V. R. R.; Assistant Chief Clerk to the Agent at Chicago; General Correspondence Clerk in the office of the Vice-President and General Manager, Assistant Chief Clerk, and Chief Clerk.

His promotion is a deserved tribute to long and capable service, and is very gratifying to his many friends.



F. S. GIBONS.



EMPLOYEES OF THE BOSWORTH BAG COMPANY, MEMPHIS, TENN.

Canton, Madison County, Mississippi

CANTON, MISS., is imbued with the spirit of progress. The 5,000 people who live here realize that a change has come in the civic life of all communities which desire to go forward in the march of civilization. New ambitions and aspirations for the future in improvements projected; more and better schools; broader principles of religious life and greater physical development in their community will take place in the next five years than Canton has seen in the past decade of its existence. Do not imagine that Canton is not modern in all its essentials, for it is not only modern in appearance and in the minds of its people in the spirit they are showing, but what has already been accomplished is only a meagre development compared with what they have planned.

Its two banks, with a million and a half in combined deposits, are models of excellence in the prudent and safe methods and respect in which their officials are held for integrity and knowledge of modern methods. No investor or farmer need hesitate about locating in Madison County, for lack of most excellent commercial banking facilities upon the production of proper credentials and security.

The city has a plentiful and steady supply of the best and purest water obtainable. It comes from artesian wells and the supply averages about 1,000,000 gallons daily.

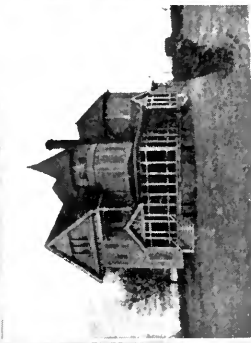
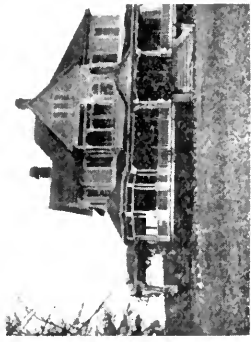
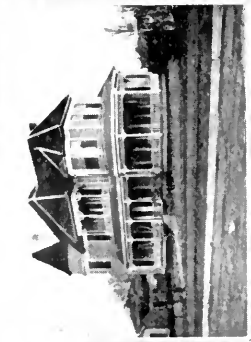
Health is one of the first, or should be the first, consideration of any one in their consideration of the claims of any

place, and in that respect Canton easily takes first lead among the modest communities of Mississippi. *It is one of the most healthful places to be found anywhere*, and one of the facts substantiating that claim is, that there are only five physicians located here who furnish professional services for the city and surrounding country.

Its public utilities are modern in equipment and admirably managed so as to furnish proper and adequate facilities in regards to water, electric power for lighting and power purposes and a most excellent sewerage system.

There are six churches, a Y. M. C. A. building, a large public graded school, from which graduates are accepted in the state colleges without further examination, Masonic Building, Elks' Home, a Parochial Catholic School; a 150,000 feet capacity sawmill, planing mill, the largest cotton compress in Mississippi, brick manufacturing plant and the largest ice factory in the state. In addition to these just enumerated, there are two large improved cotton gins, two machine shops, roundhouse of the Louisiana and Mississippi Divisions of the Illinois Central Railroad, several wholesale groceries, three large lumber yards, four meat markets, three hotels and many other industries too numerous to mention.

In regard to the trading facilities, Canton possesses on an average larger stores, with consequent larger stocks than any town of its size in the country. So that it can be easily seen that the material needs of all can be supplied right here at



Residences
Canton
Miss.

home. The city is located on the main line of the Illinois Central Railroad, 180 miles south of Memphis and 206 miles north of New Orleans, and offers many substantial advantages to manufacturers seeking an economic and advantageous location for cotton factory, wagon factory, furniture factory, box factory, broom factory, cheese factory, cotton factory and many others.

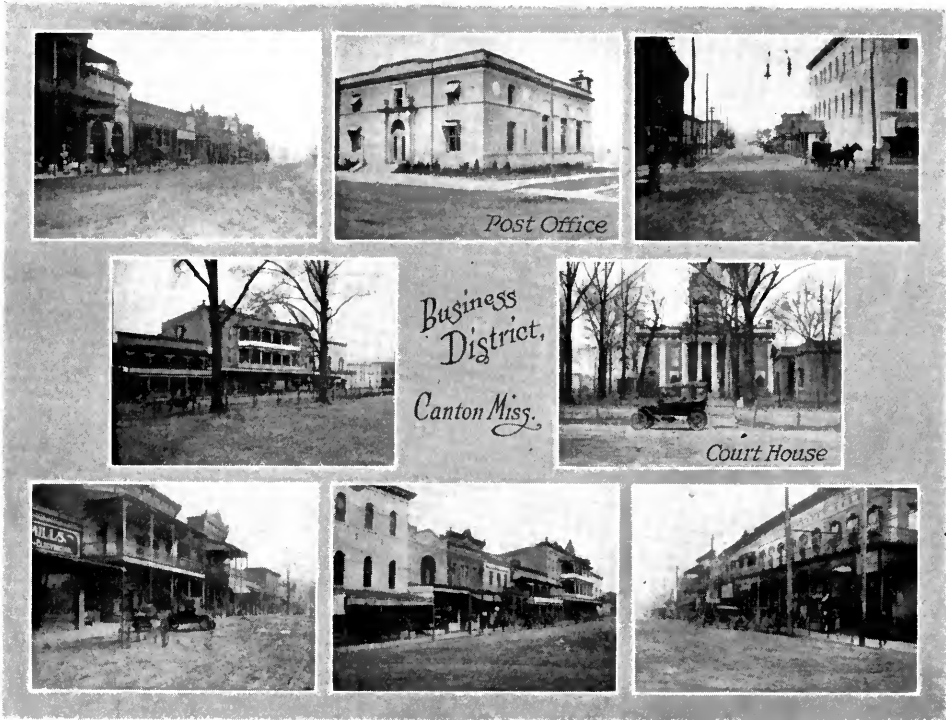
Climate.

The climate in this state is simply delightful during the fall and winter

months are ideal. Much has been said about the intense heat in the south, but any one who has lived here will testify that it is hotter in Chicago in July and August than it is here. Sun-strokes are rare, in fact, we do not recall an occurrence of this kind in recent years, possibly this is on account of the delightful gulf breeze which we have though we are 200 miles from the Gulf.

Madison County Soil and Subsoil.

Probably one of the most important



months, as every one who has lived in the south knows. We have some cold weather here during January and February, but it is a rare occurrence to have the thermometer go below 18 degrees above zero. Our average date of frost is October 20th, and a killing frost does not occur before November 15th. The latest killing frost in spring is about March 3rd. Our spring

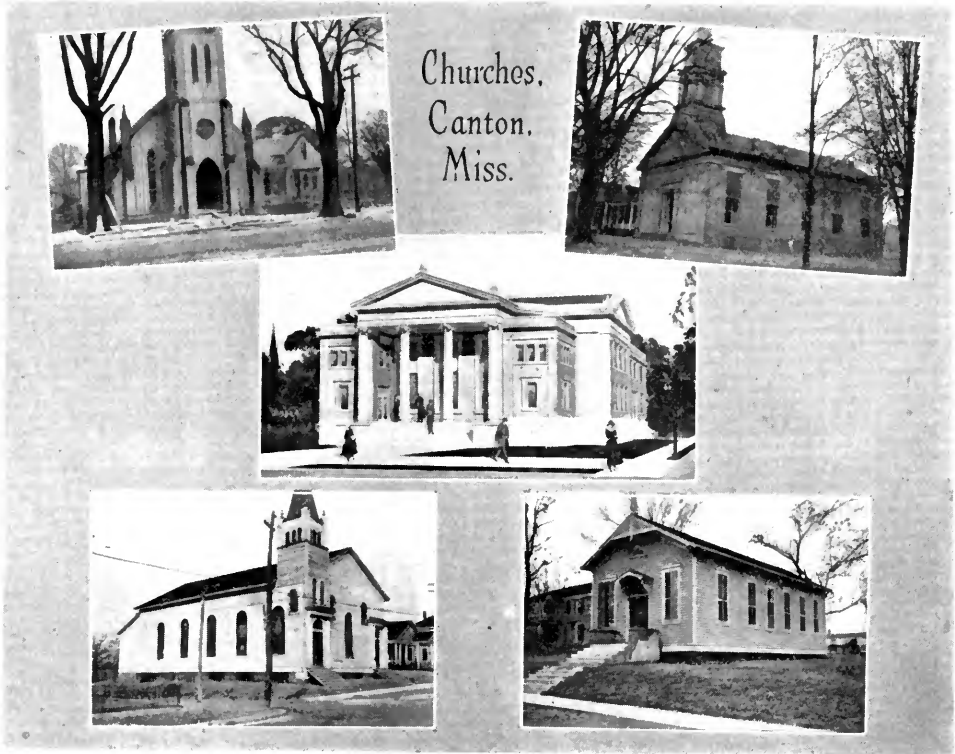
things to remember about Madison County is that the soil, after it has been run down, can be built up to the highest standard in three years' time. The sub-soil is a dark red clay and has twelve out of the thirteen elements of plant food in it, humus or vegetable matter being the only element lacking. Therefore, it is an easy matter to add humus to our sub-soil.

What Madison County, Miss., is Growing and Marketing.

Cotton, oats, corn, wheat, hay, clover seed, field peas, Irish and sweet potatoes, sorghum, peanuts, all kinds of garden vegetables and truck—strawberries, watermelons, cantaloupes, sunflowers, Louisiana sugar-cane syrup, figs, apples, peaches, pecans, horses,

common thing. Out of 24 Demonstration plats over Madison County the Agricultural Commissioner shows a result from 1 to 2 bales per acre in each locality.

Our short staple cotton brings a premium of from $\frac{1}{2}$ to 1 cent per pound "New Orleans middling" on account of its fancy grade. These lands



mules, cattle, sheep, goats and hogs, and most everything else grown in the South.

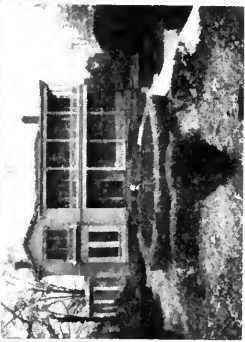
Cotton.

Madison County lands are especially adapted to the raising of cotton, much of which is the long staple varieties which require strong land to produce. Even under the old system of farming many acres in this County grew a bale of 500 lbs. of line cotton to the acre. There are hardly any of our lands, with thorough cultivation, but what will grow from $\frac{1}{2}$ to $1\frac{1}{2}$ bales per acre, and a bale to the acre is a very

grow from $\frac{1}{2}$ to $1\frac{1}{2}$ bales of cotton, and rent for \$3.00 to \$6.00 per acre.

Oats and Hay.

One of the most profitable and satisfactory crops grown in this County is oats. The red rust proof variety are planted in September and October and as late as November, and are harvested by June 1st, leaving the land in fine tilth for another crop. Some of our farmers have been successful with oats planted in February and March. The average yield is from 25 to 50 bushels per acre, and are sold at from 60 cents to 75 cents at threshing time,



Residences
Canton
Miss.



being from 15 to 20 cents per bushel more than the northern farmer gets for his oats, on account of freight, elevator and commission charges. A ready sale is found among the wholesale grocery houses for our native oats, and they have proven much better for feeding than northern oats. One of the great advantages of raising oats in this county is that another crop can be raised on the same land in the same year. After harvesting the land is immediately disced or plowed and harrowed, and peas or corn are sown. The pea vine hay will cut from one and a half to two tons per acre, and sells for \$25.00 to \$30.00 per ton. The land is then left in better shape and richer than it was when put in oats, as the pea vine roots as a fertilizer, is to the South what red clover is to the North.

Oats in this county this year weighed from 34 to 36 pounds per measured bushel, which equals, if not excels, any thing that can be done in the north or west.

The following table prepared by Prof. Tracy, and published in connection with Bulletin No. 40, which treats on "The Cow Pea," will be read with interest by stock growers:

"The quality of pea vine hay compares favorably with that of red clover or any other leguminous plant, and is even richer in protein than are many of the common grain feeds. Jenkin's and Wilton's (Experiment Station No. 11) gives the average of a large number of analyses as follows:

	Pro-tein	Carbo-hydrates	Fat
Cow Pea Hay.....	16.6	47.7	2.4
Red Clover Hay..	12.3	38.1	3.3
Timothy Hay	5.9	45.0	2.5
Corn	10.3	70.4	5.0
Oats	11.8	59.7	5.0
Wheat Bran	15.4	53.9	4.0

It can readily be seen from the above table why the southern farmers attach so much importance to pea vine hay. During the season of 1916-1917 more than 1,200 cars of hay were shipped from Madison County.

Louisiana Sugar Cane.

Good profits have been made from Louisiana sugar cane raised in this county. This cane grows to a height of from six to eight feet and will, with a little cultivation on good soil, make from 300 to 400 gallons per acre. A ready market is always found at home for this delightful molasses at from 65c to 75c per gallon. When the cane is cut in the fall, the roots left in the ground are covered with a plough, where they keep in perfect safety from a freeze for the next year's crop.

Sorghum is also a very profitable crop and is grown for molasses as well as for forage. The yield per acre for molasses is about 200 gallons on strong land, and for forage from three to four tons, and is unexcelled as a feed for hogs and stock.

Pecans.

In recent years it has been shown that the culture of pecans has proven a most profitable industry in this county. It is also a very beautiful and ornamental shade tree, and it was from these shade trees that it was proven that pecans could be successfully grown here. In this climate the tree begins to bear fruit in the 4th or 5th year. At the age of ten and twelve years trees will yield on an average of about 40 pounds, some are known to yield twice this amount, and bring 30c per pound in our local market for the paper shell variety. To obtain the best results about 18 trees are planted to the acre, and will at the age of twelve years return a handsome revenue. Cotton, corn or anything else may be grown on land with trees without injury to them.

Quite a number of our people over this county are turning their attention to the growing of pecans.

Figs.

Since the establishment of a canning factory in our county, our attention has been called to the raising of figs on an extensive scale. This is the

most ideal section of the south for the raising of this delicious fruit. It does not matter in what soil the fig tree is planted here, for within three years the tree reaches an enormous growth and will be loaded down with fruit. The tree needs no cultivation whatever, and to a large extent seems immune to disease; many of them have been known to live and bear fruit for fifty years. Some of these trees bear from three to five bushels to the tree, and this fruit brings the very best prices.

Sheep.

Sheep have been raised in Mississippi for fifty years or more, but not until the past ten years have our people realized that sheep raising has been sorely neglected. Our pastures are good for sheep and our cheap undeveloped lands have offered a special inducement to sheep raisers, who, each year, go into this business more extensively. Owing to our climate, it might be interesting to sheep raisers to know that two clippings can be had in a year. Twenty miles out in our interior country lands can be bought

for \$8.00 to \$10.00 per acre, and are ideal grazing lands, away from dogs, and afford a sheep raiser's paradise. As to loss from disease, we will say that if ordinary sanitary precautions are taken there is but little loss. Spring lambs always bring the very highest prices in the home markets, and car loads are frequently shipped to Southern markets.

Cattle

In 1907 the progressive business men and farmers, realizing that the advent of the boll weevil would completely change the methods of farming, employed the first Farm Demonstration Agent ever employed in the State of Mississippi. Since that time wonderful strides have been made in agriculture, and the development of the cattle and hog industry has been more marked in this county than in any county in the state.

When a recent census of the cattle and hogs of the State of Mississippi was taken, Madison County led in the number of cattle and hogs. Not only has the number of these food producing animals been increased, but the

Good Roads, Canton, Miss.



quality has been improved more rapidly than the numbers have increased. The industrial department of the I. C. Railroad, realizing what Madison was doing, presented, in 1916, as prizes in the Baby Beef Club, five pure bred sires. The proportion was three Short Horns, one Hereford and one Polled Angus, as this was about the proportion of the best grades of beef cattle in the County.

During the year 1917 there was an average of two cars daily of cattle, or hogs, shipped from this county. One progressive stock dealer brought into the county in 1917 one hundred and thirty-one pure bred sires, and had no trouble in disposing of these. The United States Department of Agriculture, realizing the good character of cattle in the county, has maintained a representative here for the past four years, who has conducted an experimental feeding station, and native grown steers, fed on native grown farm products, topped the St. Louis cattle market on two occasions in 1917. Madison County cattle and hogs have taken numerous prizes wherever exhibited within and without the state.

Dairying

A first class creamery, located in Canton would be a paying investment, as creameries established in seven towns within a radius of 80 miles of Canton have proven. With butter fat selling at 50 cents per pound in the creameries, which have been established, there is no doubt that dairying can be made profitable, with the long grazing season. The cheap food production, the improved class of cattle handled by progressive farmers would soon supply a creamery with ample milk.

Madison County Abandoned Boll Weevil Farms Now Growing Fat Cattle

Nearly every one knows what the boll weevil did to the cotton section of the South. Many farmers who attempted to grow cotton exclusively were ruined; many of them mortgaged their farms to continue the growing of cotton, and finally lost everything and had to move away to embark in other pursuits.

The above conditions prevailed mostly in the wooded districts which are, as a rule, situated back 10 to 15 miles from the railroads, where the

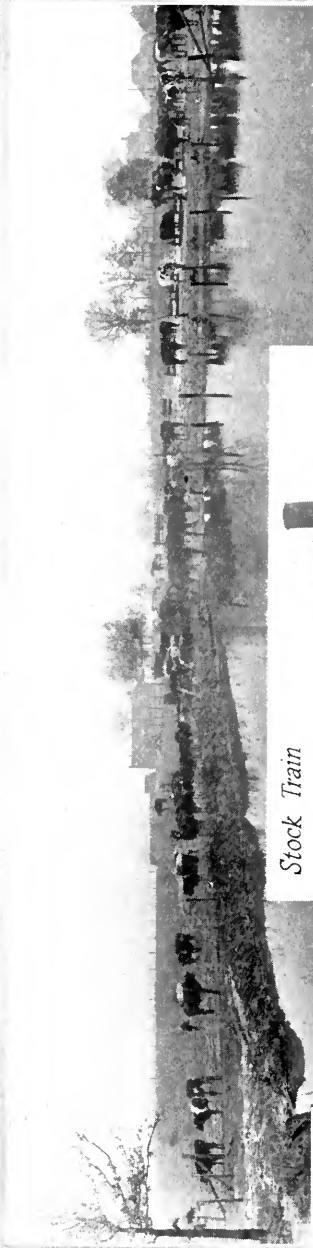


Madison County



Canton Miss..

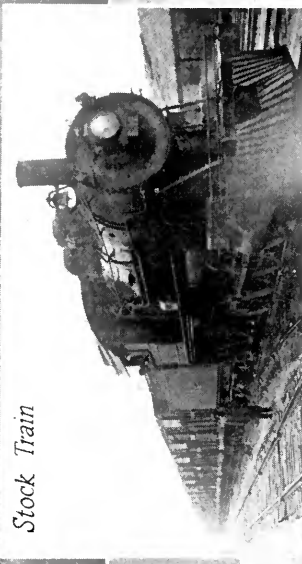




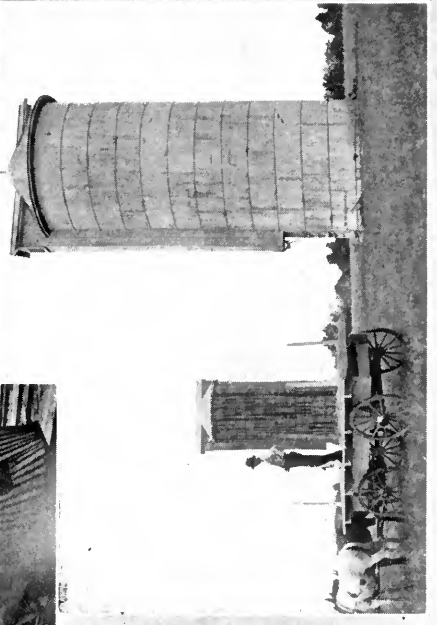
Stock Train



Canton Miss.



Cattle



weevils hibernate best and do the most early damage to cotton.

Fortunately for Madison County, there is not more than one township of what can be called abandoned boll weevil land. These farms are owned in tracts of from 40 to 300 acres. This land was left idle and it grew up in a rank growth of weeds and grasses.

This condition soon attracted the attention of cattle men. This land can be bought at from \$8 to \$10 per acre. A number of the smaller farms can be

land to cultivate to feed man and beast.

The price of this land is so low that a farmer does not have to put the larger part of his capital in high price land but can put it into cattle. The interest on the money in these low price lands is low and the taxes are correspondingly low, enabling farmers to go into the cattle business who would be barred if they had to pay from \$25 to \$30 per acre, the prevailing prices near the railroads.

These abandoned lands are not yet



Negro women
employed
in the
Lumber Industry
Canton, Miss.

blocked into a large tract. Bermuda and Japan clover and all our native grasses grow luxuriantly and reseed the land yearly on these abandoned farms.

A specially attractive feature of these lands is the tiny running streams through them. These streams are fed by springs all the year round. Truly this land is a paradise for cattle. The water and grazing problem are solved. The little streams never go dry and the drouth-resisting land never fails to grow good grasses no matter how long the drouth, and there is plenty of good

on the graveled highways but are near them and are easily reached by good rural free delivery routes. Good consolidated schools are close to these lands and, everything considered, there is nothing to detract from them, if one desires to go into the cattle raising business and will buy before the improved highways enhance the value of these lands, for the building of good roads in this county will not stop until every nook and corner of the county is reached.

This land must not be confused with barren, cut-over and stumpy land of

some sections of our state. This section in Madison County was farmed years ago and the grass is in a perfect mat as the land has not been plowed for years.

To the northern farmer with limited capital, or with plenty of capital, we recommend these grazing lands. Sheep were once raised on this same land in large herds until the industry was crowded out by the growing of cotton.

It was only last week that one of our own Mississippi Delta planters bought through real estate men another large

tending to all parts of the county, and it soon will be possible to drive from Memphis, Tenn., to New Orleans, La., on a hard surfaced road, which will pass through Madison County. These roads have been built at a cost of about \$600,000, and additional funds will be expended until the entire country is traversed by as fine roads as one would care to ride upon.

Farm Demonstration Agent

A Farm Demonstration Agent has been continuously employed since 1907. In addition to a Farm Demonstration



tract of this low price land, which is now being fenced with hog wire and on which this planter expects to put as soon as it can be fenced 200 head of Angus cattle, 200 head of sheep and 500 head of goats.

Roads

Madison County has seriously taken up the question of good roads. The three leading highways of the South, namely, Jefferson Davis Highway, The Natchez Trace and the Yazoo Delta Highway, pass through this county. Hard surfaced roads have been constructed in nine directions leading out of Canton, and ex-

Agent, the county has had employed, for the past several years, a very efficient Home Economics Agent. This agent has brought about wonderful development in the formation of canning clubs and poultry clubs, and the improvement of sanitation and home building on the farm.

Facts About Madison County

Grows heavier oats per bushel measure than any other county in the state.

Ships more cattle than any other county in Mississippi.

Shipped 10,000 bushels Japan clover seed in one year.

Has United States Government Beef Cattle Experiment Feeding Station.

Has more steam plows than the balance of the state.

Has imported more blooded bulls than any other county in the state.

Just completed 100 miles gravel road, bonds issued for more.

Has more northern farmers than any other four counties in Mississippi.

Ships more cattle from Canton than any other point in Mississippi.

Established the first cold storage

plant for fresh meats in the state.

Received first prize for quick eradication of tick in state in 1913.

Has more country consolidated schools than any Mississippi county.

Has the leading agricultural high schools in the state.

Had 300,000 acres in oats in 1917, not equaled in South.

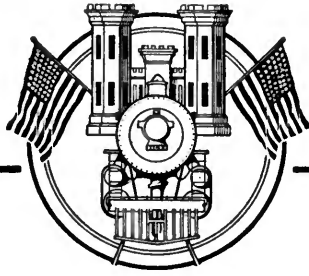
Won first prize county contest in 1917 at State Fair.

Holds record for shortest term Criminal Court.



SHORT LEAF PINE, MADISON COUNTY, MISS.

MILITARY



DEPARTMENT



Christmas Greetings
From The
Thirteenth Regiment Engineers (RY)
U.S.A.
"Somewhere in France"

December Twenty Fifth
Nineteen Hundred and Seventeen

A Letter from Somewhere in France

France, Dec. 29, 1917.

My Dear Harry:—

Your letter of November 9th received several days ago, but I have been so busy, or in plain English, neglectful, and lazy, that I have not taken the opportunity to answer until now.

It is certainly a pleasure to hear from the boys back home, and to know they are so strong for us. Of course, we are not doing anything to brag about, but feel that we are at least doing something to help Uncle Sam, which is far better than bucking his game, like some of the so-called American citizens we read about.

We have just passed a very merry Xmas in France, and I don't think any of the fellows ever received so many presents. We got a carload the day after Christmas and I understand there is another one yet to come. We also had a real turkey dinner on Christmas Day, so you see it is not so bad to be a soldier after all.

We have lost a couple of our men since I wrote you last; one with pneumonia and the other in a railroad accident on Christmas Eve—the first men-



A SMALL PART OF MAJ. BENT'S OFFICE FORCE—
SOMEWHERE IN FRANCE.

tioned from Company D and the latter from Company B. The Company B man was a Belgian by the name of Van Risseghan; he was buried yesterday in the cemetery just back of our barracks. The other was sent away while he was ill to one of the base hospitals and, of course, was buried there. Aside from these two cases, practically everybody is in good health and getting along fine; all well contented and "hitting the ball" every day.

We are getting pretty well acquainted with the line now and everything is moving along in good shape. Twenty-five of the new American locomotives have been received and it is beginning to look somewhat like an American railroad. If you want to know just where it lays, suggest you get hold of the chief clerk in the Vice-President's office of the Santa Fe.

I am still working in the "Chef de Movements" office—not a very important position, but one that someone must fill—so guess it might as well be me.

I can't write you a very newsy letter this time because there is not much to tell—we are simply somewhere in France, where we are known as the 13th Engineers, working on a railroad that is going to run in spite of the Devil until William throws up the sponge—then we will come back to Chicago and tell you what good soldiers we used to be.

Write again soon, and probably something will happen in the meantime that I can write about. Best regards to yourself and all of the boys, I remain,

Sincerely,

A. G. Moody.

Visited the "Ghost City"

Arthur A. Archbold of 13th Railway Engineers Tells of Ruined City

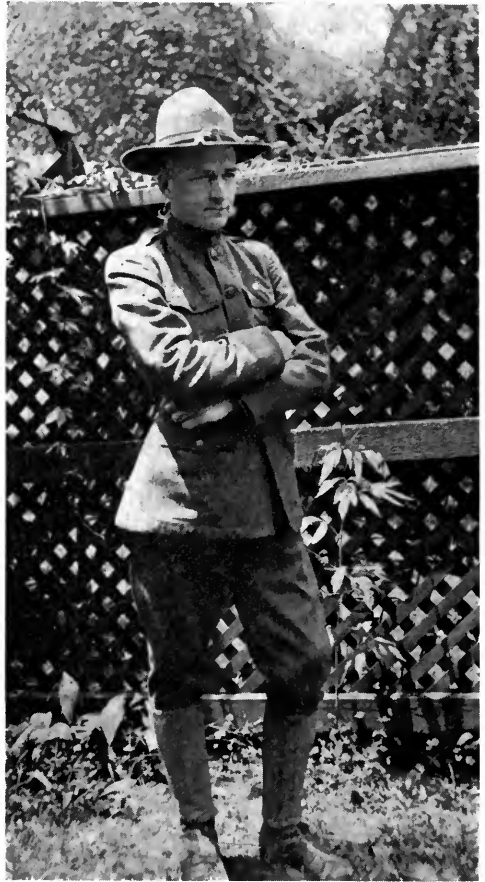
Editor: The city herein described is the scene of some of the fiercest fighting of the war and late newspaper reports indicate renewed artillery activity in that sector.—Archbold.

December 11, 1917.

Dear Mother:

Yesterday, by good fortune, the weather was almost perfect, and we enjoyed our visit to ——— very much, seeing much that was highly interesting.

Before we set out, I borrowed some films and Dudley, one of the dispatchers, arranged to get something to eat for us at "The Greasy Spoon" (midnight lunch room.) I got through playing in the Y. M. C. A. barrack about 10 o'clock and stayed over in the night dispatcher's office until 12:30 and he, myself and Ilette (Headquarter Sergeant) went over and got a midnight lunch. The freight pulled out at 1:30 and we found an empty open box car, in which we spent the next four hours. The temperature went down to almost freezing and we had to dance around a lot to keep as near comfortable as possible. The trains never go faster than a man can run, and stop a long time at each station. We got off at a point near our objective, and the officer in charge of our detachment at this point gave us an order for breakfast and we went to the mess-hall and got the usual rice, jam and coffee. We didn't take the wagon road, but chose a more picturesque route of about four miles across the country. There were lots of fresh shell holes here and we also passed old trenches and barbed wire entanglements, probably erected when the Germans were on the outskirts of the city about two years ago. We got to the M—— river about half a mile from the city and Dudley opened a can of corned beef (a souvenir of our trip across France, when we used emergency rations) and we ate a few sandwiches. The "corned



ARTHUR A. ARCHBOLD, JR.

beef" might have been something else, but it evidently hadn't deteriorated in quality.

We got to the gates of the city about 8 a. m. A large wall completely surrounds it. It is of earth-work and buttressed with heavy masonry for an average height of about thirty-five feet and is about forty feet thick. Inside is a moat, now dry, but which can proba-

bly be filled on short notice and then another wall, about like the outer one. A drawbridge operated by heavy chains cuts off part of the passage over the moat. We had to show our passes on entering the gate and during the day were compelled to do the same several other times. — has been aptly called "The Ghost City," a well chosen name, for as we walked down one of the streets, between the rows of brick buildings, not a living thing was to be seen and not a sound to be heard except our footsteps and the echo. Not a civilian now lives there, and only a few soldiers occupy some of the houses that are in any way habitable. I did not see a single building that escaped destruction. On some streets there wouldn't be a front left standing and on others as you look down the street, everything would appear to be intact, but as you walk down you notice that the interior is cluttered up with debris or a big part of the roof is gone and there are few windows not broken. The streets are all kept well paved as I imagine they are still a part of the general thoroughfares.

We entered several buildings and everything gave evidence of hasty evacuation. There is nothing of value left in any of these places, as they have been pretty thoroughly ransacked by military authorities and visitors in search of souvenirs. The Cathedral and St. Marguerite's college on top of the hill are practically irreparable. We had to get a permit to enter the former. The guard at the entrance took us down the street and showed us where to get it. The entrance was in a damaged building and inside we descended several flights of stairs to an underground office where the officer in charge was only too glad to give us the permits. The French soldiers are all nothing if not polite. Well, after a couple of hours of sight-seeing we began to feel hungry and wended our way to the co-operative military store in the Citadel, a wonderful affair which I cannot describe in this letter for military reasons. They were closed, and wouldn't open for two hours, but we succeeded in getting in with the

aid of a Frenchman there who could talk English. We bought a big loaf of the regular Army bread, a can of boiled ham, quart can of strawberry preserves, three small cans of lobster, box of camembert cheese, three bottles of pickles and two large bottles of wine, paying for the entire outfit only 19 francs which we considered very reasonable. We walked over to the bank of the river where we were protected from the wind and got the benefit of the sun. The river Meuse is just about the size of the Desplaines. Immediately after eating we fell asleep and woke up an hour later to find it was time to be starting back.

About the only kind of boats in the Marne and the Meuse I have seen are craft in shape like our canal boats only smaller. There is considerable traffic carried on these boats between cities connected by rivers. When we got to the elevation from which we could see which way to go, we saw two towns, each about the same size, a mile apart, and the cathedrals identical. We chose the wrong one, of course, having got a wrong perspective on account of coming back by slightly different route. Well, having walked at least fifteen miles on no sleep the night before, we didn't exactly feel fresh, and some poor Frenchman had to suffer for it. The train we went back on was a "Permissionaire," used for the purpose of taking Frenchmen home, on furloughs. As soon as it was made up, we entered an upholstered first class compartment, where we each occupied enough space for four men to ride in ordinary comfort, locked the doors and took it as easy as the circumstances would permit, which was pretty easy. At the first two or three stations some rude persons tried to get in and disturb us, but our authoritative "occupe" silenced them.

There was very little land fighting during the day. Of course, we heard lots of shells, but not enough to amount to anything. A shell going through the air sounds something like a sky-rocket and must be heard to be appreciated. Several shrapnel shells exploded above the hill at the edge of the city, but none

in the city while we were there. We could see several of the forts which defend the city, but you would never know they were forts. All you can see is a hill, and the fort part is cleverly concealed somewhere on that hill. However, the air activity was plenty, although we saw no machines brought down. The day was bright and the sky was clear, which are good conditions for observers. We saw about a dozen German planes and hundreds of shells burst around them from the land batteries. Each shell would leave a round patch of black or white smoke, which would grow larger and larger and finally disappear. It is a very exciting thing to watch these little puffs appear and note how close they come to the mark. The machines would move on in their course seemingly paying no attention to them. Land batteries are practically no good for bagging a machine, about one chance in a thousand—all they do is to keep the machines high.

We stopped off at an army slaughter house on the way back and watched them kill and dress beef. They are almost as systematic as at the yards, although of course, haven't the contrivances, and possibly lose a little more than "the squeal."

I gathered the following souvenirs: One green glass siphon, with name of a brewery, and "Vins, spiritueux, and biere" etched on the glass. Several cancelled checks, with the name of the town appearing, and which are very attractively printed, one white enamel name containing the name of the town in small letters, which I pulled off from a doorway, and a bit of stained glass from the cathedral. The place where I found the siphon was formerly a cafe.

The paymaster came today, which is the earliest we have yet been paid.

We have just received unofficial word that a large consignment of mail will be here in a day or so. We are all anxiously waiting for it.

I had a big bunch of films on hand which I couldn't use, but a fellow at the blacksmith's shop is going to trim down the size of the spools to fit my camera.

Was issued another pair of ultra heavy sox today. They weigh about a pound each.

Will write again after the mail comes in.

Yours,
ARTHUR.

*The Suburban Magnet,
Brookfield, Ill.,
December 29, 1917.*

Another Letter from an Ex-Illinois Central Employe Now at the Front

Ecole d' Aviation,
Tours, France,
(Indre-et-Loire)
Aug. 25, 1917.

My Dear Parents:

Received your letter mother dated Aug. 8th, also one of earlier date from dad. Very glad to get both of them. I have been very busy the past few days therefore the silence. At time of writing my right arm is all in from driving these "boilers" thru the air. I have just come down about five minutes ago after making my last official job at this base. Will lay around and await orders to move to another place in the mean time resting my weary bones which are still in their original places. Come in this A. M. just in time or would have had to make a forced landing. My gasoline and oil barely lasted. We only carry enough for a Le Rhone supply of two hours. I "nursed" the motor along thus making it last. Made a perfect barograph altitude record at 3,100 meters for 45 minutes (over 10,000 ft.). When I remembered the



EDW. BAMRICK, "SOMEWHERE IN FRANCE."

time it was, found myself over a small town. Cut down the motor and dove from said altitude to 500 meters, where the natives were easily seen from this height. "Put on a show" for them and beat it back just in time. "Baron" Eddie Rickenbacker of the famous Dusenber Racing team is coming here to fly, or learn to fly I guess. Hope I may have the pleasure of giving Eddie a "hop," that is if I am here that long. We buried one of our fellows, a Geo. Mauley of

Maplewood, N. J., last Wed. I was on the firing squad. He was a great boy. Look on that picture of the group, I think he is sitting down on the ground. He had a collision in the air with a French pilot, M. Bousan. It happened at 10 A. M. He died at 7 P. M. Bousan is still alive. He was injured before at the front. He was brought down there, and the result was a crack backbone, but he come out O. K. This time he broke both legs. They were only 150 ft. up. This (Mauley's death) makes two of our fellows gone. One had to drop out ("Len" Bruton) on account of shattered nerves. He is now doing clerical work for the detachment. Guess the game was too speedy for him. Ha! Ha! I hear the next "bus" I am to push through the atmosphere is the famous Paul Schmidt. Some "tank." Salmonson motor. So long for this time. Please do not publish any of these letters. Best wishes and much love to all.

Your affectionate Son,

Ed.

1st Aero Detach
U. S. Navy.

Care U. S. Naval Attaché
Paris, France.

Our Soldier Boy

The sun shines brightly once again,
Our life now filled with joy,
From o'er the Seas the word was
flashed,
He's Safe! Our Soldier Boy.

"Somewhere in France," to do his bit,
With thousands of others, so brave,
For Freedom's right, with all their
might,
Our Country; they fight to save.

That they will win, God knows 'tis
right,
The cause is just, 'tis Freedom's
fight,
Tho' many will fall and Hearts will
break,
We know it's for our Country's sake.

To WIN THE WAR! That be our
aim,
Tho' fortunes we lose and many be
slain,
OUR BOYS WILL WIN! No matter
the cost,
It's "FOLLOW THE FLAG"
BOYS, no time to be lost.

Respectfully dedicated to the Offi-
cers and Men of

Motor Supply Train No. 406,
Motor Truck Company No. 323,

Somewhere in France.

By their friend,
F. M. Jones.

Chicago, Ill., U. S. A.,
January 27, 1918.

To grapple with thy last great foe
 Death, whose strangling grip saidst thou
 must go
 To that fair land devoid of hate, but full
 of love,
 Where is naught but light with thy
 Father above.
 As I look at thee I would have thee tell
 What wondrous thoughts thy fertile
 brain once held
 What beauteous sights thine eyes did see.
 The baby prayers thy lips once lisped at
 Mother's knee
 Who whispered words of love into thy
 keen ears.
 She wonders now where thou art, and
 oft she fears
 Lest thou wert unprepared to go, and as
 she kneels at night
 Her prayer is for her boy, and memories
 bright

Come back to her of days gone by
 Before your Country called you for to
 fight and die.
 Then she remembers that the time may
 not be long
 Before she joins you, and the angels' song
 Will quell the storm of all the earthly
 sins.
 As thou sawest it, thou didst thy duty
 well
 And answering to the law of man, thy
 life did sell.
 And as thou leavest here thy pile of
 bones, alone
 On a barren land, to make for wars dark
 sin atone
 We know that though thou fellest in vic-
 tory's cause
 Thou wert the victor after all, and pause
 In a silent prayer to ask the Holy One
 To crown thee victor, His will be done.

FULL TEXT OF PRESIDENT WILSON'S LETTER TO U. S. FARMERS.

Washington, Jan 31.—Following is the text of the letter sent by President Wilson to the farmers' congress at Urbana, Ill.:

"I am sorry, indeed, that I cannot be present at the Urbana conference. I should like to enjoy the benefits of the inspiration and exchange of counsel which I know I should obtain, but it has seemed impossible for me to be present, and, therefore, I can only send you an earnest message expressing my interest and the thoughts which such a conference must bring prominently into every mind.

"I need not tell you, for I am sure you realize as keenly as I do, that we are as a nation in the presence of a great task which demands supreme sacrifice and endeavor of every one of us.

"We can give everything that is needed with the greater willingness, and even satisfaction because the object of the war in which we are engaged is the greatest that free men have ever undertaken. It is to prevent the life of the world from being determined and fortunes of men everywhere affected by small groups of military masters of the governments they unhappily, for the moment, control.

"You will not need to be convinced that it was necessary for us, as a free people, to take a part in this war. It had

raised its evil hand against us. The rulers of Germany had sought to exercise their power in such a way as to shut off our economic life within the Western hemisphere, while they accomplished purposes which would have permanently impaired and impeded every process of our national life, and have put the fortunes of America at the mercy of the imperial government of Germany.

"This was no threat. It had become a reality. Their hand of violence had been laid upon our own people and our own property in flagrant violation not only of justice but of the recognized and long standing covenants of international law and treaty.

"We are fighting, therefore, as truly for the liberty and self-government of the United States as if the war of our own revolution had to be fought over again.

"Every man in every business in the United States must know by this time that his whole future fortune lies in the balance. Our national life and our whole economic development will pass under the sinister influences of the foreign control if we do not win.

"We must win therefore, and we shall win.

"I need not ask you to pledge your lives and fortunes with those of the rest



1—G. C. COOK; 2—T. B. HOWARD; 3—J. B. DENT; 4—G. L. COLLINS; 5—M. S. EENTLEY; 6—N. E. MOCOCK; 7—M. J. KELLHER; 8—M. T. ROBERTSCH; 9—H. A. WISCH; 10—P. C. KUSKIE.

of the nation to the accomplishment of that great end.

Predicts Decision in 1918.

"You will realize, as I think statesmen on both sides of the water realize, that the culminating crisis of the struggle has come and that the achievements of this year on the one side or the other must determine the issue.

It has turned out that the forces that fight for freedom, the freedom of men all over the world as well as our own, depend upon us in an extraordinary and unexpected degree for sustenance, for the supply of the materials by which men are to live and to fight, and it will be our glory when the war is over that we have supplied these materials and supplied them abundantly, and it will be all the more glory because in supplying them we have made our supreme effort and sacrifice.

"In the field of agriculture we have agencies and instrumentalities, fortunately, such as no other government in the world can show. The Department of Agriculture is undoubtedly the greatest practical and scientific agricultural organization in the world.

"Its total annual budget of \$46,000,000 has been increased during the last four years more than 72 per cent. It has a staff of 18,000, including a large number of highly trained experts, and alongside it stands the unique land grant colleges, which are without example elsewhere, and the sixty-nine state and federal experiment stations.

"These colleges and experiment stations have a total endowment of plant and equipment of \$172,000,000 and an income of more than \$35,000,000 with 10,271 teachers and a resident student body of 125,000, and a vast additional number receiving instructions at their homes.

"County agents, joint officers of the Department of Agriculture and of the colleges are everywhere co-operating with the farmers and assisting them.

"The number of extension workers under the Smith-Lever act and under the recent emergency legislation has grown to 5,500 men and women working regularly in the various communities and taking to the farmer the latest

scientific and practical information.

"Alongside these great public agencies stand the very effective voluntary organizations among the farmers themselves, which are more and more learning the best methods of co-operation and putting to practical use the assistance derived from governmental sources.

"The banking legislation of the last two or three years has given the farmers access to the great lendable capital of the country, and it has become the duty both of the men in charge of the federal reserve banking system and of the farm loan banking system to see that the farmers obtain the credit, both short term and long term, to which they are entitled not only, but which it is imperatively necessary should be extended if present tasks of the country are to be adequately performed.

"Both by direct purchase of nitrates and by the establishment of plants to produce nitrates, the government is doing its utmost to assist in the problem of fertilization.

"The Department of Agriculture and other agencies are actively assisting farmers to locate, safeguard and secure at cost an adequate supply of sound seed. The department has \$2,500,000 available for this purpose now and has asked the Congress for \$6,000,000 more.

"The labor problem is one of great difficulty and some of the best agencies of the nation are addressing themselves to the task of solving it, so far as it is possible to solve it. Farmers have not been exempted from the draft.

"I know they would not wish to be. I take it for granted they would not wish to be put in a class by themselves in this respect. But the attention of the War Department has been very seriously centered upon the task of interfering with the labor of the farms as little as possible, and under the new draft regulations I believe the farmers will find their supply of labor is much less seriously drawn upon than it was under the first and initial draft, made before we had had our present full experience in these perplexing matters.

"The supply of labor in all industries

is a matter we must look to and are looking to with diligent care.

U. S. Farmer Efficient

"And let me say that the stimulation of the agencies I have enumerated has been responded to by the farmers in splendid fashion. I dare say that you are aware that the farmers of this country are as efficient as any other farmers in the world. They do not produce more per acre than the farmers in Europe. It is not necessary that they should do so. It would perhaps be bad economy for them to attempt it. But they do produce, by two or three or four times, more per unit of labor and capital than the farmers of any European country.

"They are more alert and use more labor-saving devices than any other farmers in the world. And their response to the demands of the present emergency has been in every way remarkable.

"Last spring their planting exceeded by twelve million acres the largest planting of any previous year, and the yields from the crops were record-breaking yields.

"In the Fall of 1917 a wheat acreage of 42,170,000 was planted, which was one million larger than for any preceding year, three millions greater than the next largest and seven millions greater than the preceding five-year average.

Must Exceed Record.

"But I ought to say to you it is not only necessary that these achievements should be repeated, but that they should be exceeded.

"I know this involves not only labor, but sacrifice, the painstaking application of every bit of scientific knowledge and every tested practice available. It means the utmost economy, even to the point where the pinch comes.

"It means the kind of concentration, and self-sacrifice which is involved in the field of battle itself, where the object always looms greater than the individual. And yet the government will help and help in every way possible. The impression which prevails in some quarters that while the government has sought to fix the prices of foodstuffs, it has not sought to fix other prices which determine the expenses of the former, is a mistaken one.

"As a matter of fact, the government has actively and successfully regulated the prices of many fundamental materials underlying all the industries of the country, and has regulated them not only for the purchase of the government, but also for the purchase of the general public, and I have every reason to believe Congress will extend the power of the government in this important and even essential matter so the tendency to profiteering which is showing itself in too many quarters may be effectively checked.

"In fixing the prices of foodstuffs the government has tried to keep the interests of the farmer as much in mind as the interests of the communities which are to be served, but it is serving mankind as well as the farmer, and everything in these times of war takes on the rigid aspect of duty.

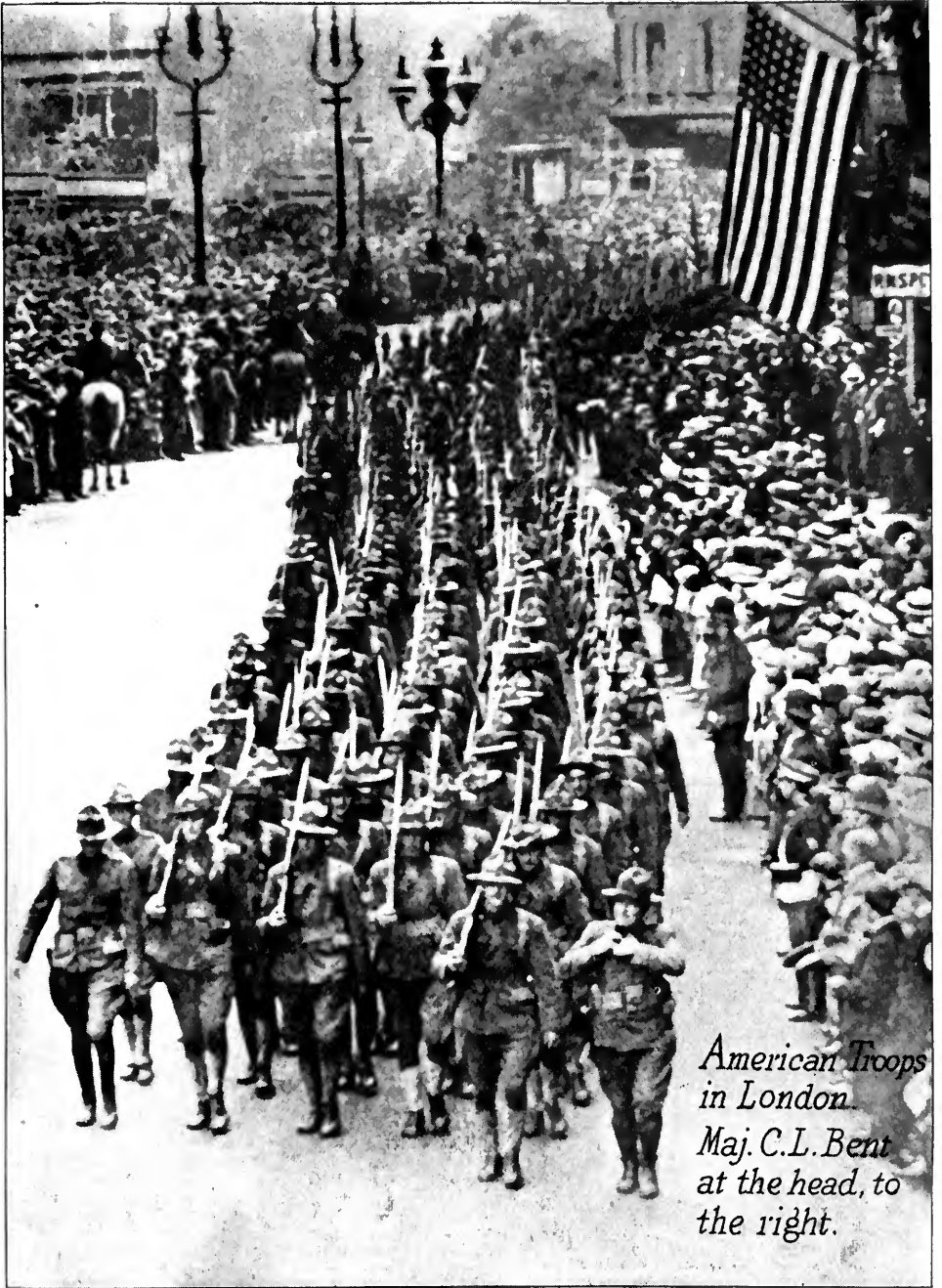
"I will not appeal to you to continue and renew and increase your efforts. I do not believe it is necessary to do so.

"I believe you will do it without any word or appeal from me, because you understand as well as I do the needs and opportunities of this great hour when the fortunes of mankind everywhere seem about to be determined and when America has the greatest opportunity she has ever had to make good her own freedom and in making it good to lend a helping hand to men struggling for their freedom everywhere.

Farmers In Revolution.

"You remember it was farmers from whom came the first shots at Lexington and that set aflame the revolution which made America free. I hope and believe that the farmers of America will willingly and conspicuously stand by to win this war also.

"The toil, the intelligence, the energy, the foresight, the self-sacrifice and devotion of the farmers of America will, I believe, bring to a triumphant conclusion this great last war for the emancipation of men from the control of arbitrary government and the selfishness of class legislation and control, and then, when the end has come, we may look each other in the face and be glad that we are Americans and have had the privilege to play such a part."



*American Troops
in London.
Maj. C.L. Bent
at the head, to
the right.*

A Laugh or Two

EXPLICIT

Country Lady—"I've been expecting a packet of medicine by post for a week, and haven't received it yet."

Post Office Clerk—"Yes, madam. Kindly fill in this form, and state the nature of your complaint."

Lady—"Well, if you must know, it's indigestion."

HIS GREAT LUCK

"Been off hunting, I hear. Have any luck?"

"You bet! Shot two cows and the farmer never found who did it."—Boston Evening Transcript.

ABOVE THE FOOTLIGHTS

"Ever notice the expression on the ballet dancer's face?"

"No!"

"Look at it the next time!"

UNINTENTIONAL OVERSIGHT

Two lawyers before a country justice recently got into a wrangle. At last one of the disputants losing control of his temper, exclaimed to his opponent: "Jim Rogers, you are the biggest jackass I ever set eyes upon!"

The justice pounded the desk and called loudly: "Order! Order! You seem to forget that I am in the room."

REVERSAL OF FORM

"What's on the menu?" asked the hungry man.

"Well," replied the waiter, "a few articles of food" are mentioned. But most of the space is taken up with government instructions on what not to eat."—Washington Evening Star.

THE BUSY WOP

An Italian, having applied for citizenship, was being examined in the naturalization court.

"Who is the President of the United States?"

"Mr. Wils'."

"Who is the Vice-President?"

"Mr. Marsh'."

"If the President should die, who then would be President?"

"Mr. Marsh'."

"Could you be President?"

"No."

"Why?"

"Mister, you 'suse, please. I vera busy worka da mine."

RIPE

Waiter, (watching customer who had ordered boiled eggs): "Weren't they boiled long enough?"

Customer: "Yes, but not soon enough."



Public Schools,
Canton
Miss.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

THE "COFFEE POT" CASE ENDED

One of the things which caused the great congestion in the transportation business of the country and made it necessary for the government to take control of the railroads was the great number of suits without any merit whatever brought against the railroads. Very few ever think about the seriousness to the railroads of thousands of employes being out of the service practically all the time for the purpose of attending Court as witnesses in frivolous cases against the railroads which never should have been brought. Cases, for instance, like that of Ben Johnson against the Illinois Central, which was set for trial at Brookhaven, Miss., January 21st. Johnson, a colored man, was employed by the Illinois Central as a cook at Gilman, Ill., and in August, 1916, while he was making coffee on the right of way, the top of the coffee pot blew off and struck him in the face. A suit for \$10,000.00 damages was brought against the Railroad Company by the Hon. Jim Cassidy,

of Brookhaven, Miss., alleging that the Railroad Company, while engaged in interstate commerce, had been guilty of negligence which resulted in the injuring of the said Ben Johnson by reason of having furnished him with a defective coffee pot. On the 21st of January, at Brookhaven, this case was called for trial. The Railroad Company had gone to the expense of sending a number of witnesses all the way from Illinois to Brookhaven, Miss., to testify as witnesses in this case, including employes, non-employes and one physician. When the case was called for trial, the Hon. Jim Cassidy himself lost confidence in it and dismissed it, but he did not dismiss it until a large number of witnesses who ought to have been busy doing work of a constructive nature in helping to win the war, had lost nearly a week's time in traveling from Illinois to Brookhaven, Miss., and return, at the expense of the Railroad Company, which might under present conditions, mean at the expense of the taxpayers.

CLAIM AGENT CARY BOTHERED ABOUT THE RACE QUESTION.

Claim Agent Charles Cary recently had a case to investigate where a white Baptist minister from the South had put in a claim against the Company for \$1,000.00 because a black woman in Illinois attempted to occupy a seat beside him after the minister had objected and threatened to stick her with a pin. The claim for \$1,000.00 was predicated upon alleged abuse by the conductor and porter of the train, to whom the black woman had appealed for protection. In reporting his case to the Department, Mr. Cary soliloquized as follows:

"In this case we are called upon to make special disposition of one of the greatest questions that has perplexed humanity for over one hundred and forty years, and that is, the final and satisfactory disposition of the race question. I do not know how many times in my experience a fragment of this question has injected itself more or less extensively in some of the cases that have served to open the door for a pretext to an attack on the railway as more or less liable for existing prejudices between blacks and whites and it has always been a question of peculiar interest to me how steel rails and cars and those in charge of them could become influential and matters of import in the direct solution of an alleged prejudice of a man of one color against a man of another, but this is distinctly true and this is a splendid exhibition of how matters of this kind arise from time to time."

FEIGNS PARALYSIS AND SUES FOR HEAVY DAMAGES

One of the most daring adventures in melodramatic importation of personal injury lawsuits by certain Minnesota lawyers, which The Tribune has been exposing for the last three days, came to a climax recently in the district court of Ramsey county.

Albert Coomer feigned paralysis in a claim of \$75,000 against the Great Northern railway and almost got away with it before it was discovered that he had on three former occasions plucked

judgments from three other railroads on similar claims.

The fellow, who was a laborer at the company's Jackson street shops in St. Paul, said he was paralyzed as the result of a fall from a ladder while at work. He was taken to St. Joseph's hospital where he lay, apparently helpless, from July 10 to October 30, 1916—112 days. Then, with Barton & Kay of St. Paul as his attorneys, he was removed to a boarding house at 177 Pleasant avenue, St. Paul, by the keeper, one Dayhuff, and there remained, always apparently helpless, till April 11, 1917, when his case was called.

Coomer said he was a widower with four small children at his home in Fish Creek, Jamaica. Investigation showed, however, that there was no such place on the map as Fish Creek, Jamaica, that Coomer instead of being a widower with four small children there, had left a wife and family on April 18, 1916, at his home on a farm a mile and a half from Union, Ind. It also brought out the fact that on two former occasions Coomer had been away from his home for considerable time, turning up with substantial sums of money, which he said were the proceeds of Alaska mining adventures.

Investigation also proved that in 1902 Coomer had a personal injury claim against the Cotton Belt railroad for somewhat similarly alleged injuries and got a settlement for \$2,000. In 1909 he claimed an injury on the Milwaukee railroad near Seattle, which caused the same paralytic condition and in 1910 he pulled \$4,200 out of the Milwaukee. In 1911 he preferred a case against the Rock Island for alleged injuries near Little Rock, Ark., complaining of identically the same paralysis as in the Great Northern case. This time he settled for \$5,000.

Wheeled Into Court.

When Coomer's St. Paul case came to trial he was rolled into the courtroom in a wheel chair by one of his attorneys, John Kay, who attended him with delicate solicitude. The fellow made himself into a very pitiable object. He was thin and haggard, his right eye con-

stantly closed and whole physical being apparently helpless. Soon after he was sworn as a witness he became so agitated and weakened that his attorneys moved for a recess to enable their client to gather strength. Even the court and jury were moved almost to tears by this consummate actor's apparent helplessness.

After recess Coomer told the story of his alleged injury and said he was in perfect health before it occurred. Coomer's attorneys did not then ask him, as is said to be customary in such examinations, to state whether he had ever been injured in such a way as this before, so as to establish the validity of his present injury. This omission by Mr. Barton, who was examining, was caustically commented on by Judge Lewis, who was presiding, after he had found out the inside of the case. The judges remarked from the bench that counsel had "very adroitly framed" his questions so as to avoid the necessity of his client's committing perjury on points that might lead to his conviction if the railroad knew of his past record.

It was only a few years ago that another fellow claiming to have been hurt on the Great Northern landed in prison in Deer Lodge, Mont., and is now doing five years in Stillwater. He also had an alleged case against the Minneapolis & St. Louis. He went under two names, Smith and Koch.

Dodged Perjury Charge.

On cross-examination Coomer made an excellent witness for himself until he was put up against a question, the answer to which would force admission of the truth or lay him open to prosecution for perjury.

He then admitted his claims against the Cotton Belt, Milwaukee and Rock Island and said he had told Kay about these cases and Kay, he testified, replied that that did not make any difference.

The case run along for four days when it was dismissed with prejudice by Barton & Kay.—*Minneapolis (Minn.) Tribune, January 16, 1918.*

MR. WAGNER HAS ANOTHER CLAIM.

M. S. Wagner a young man who conducts a small grocery store and restaurant at Summit, Miss., claimed to have stumbled over some object on the depot platform at Summit, on the 17th day of July, 1915, while running up the platform for the purpose of mailing a letter on train No. 6. The accident occurred while No. 6 was pulling into the depot and the story was that the young man stumbled and fell in front of the engine and was struck by some part of the engine, resulting in a fracture of the right leg and other injuries. Later, suit was filed against the Company by the Hon. Jim Cassidy in Lincoln County, Miss. The Railroad Company was never able to find a trace of any object over which Wagner could have fallen on the platform, but rather than risk what a jury would do with the case, paid \$1,500.00 in compromise. Now it has another serious claim on hand from the same M. S. Wagner. On September 23, 1917, this young man was a passenger on train No. 34 enroute from Summit to Crystal Springs. He rode in the compartment smoking car until the train was near his destination, when he decided to walk back into the ladies' coach. In passing through the vestibule between the two cars, he stumbled over some object and fell head first down the coach steps and off the train. An immediate investigation was made, but the object over which the young man stumbled, like the object over which he stumbled at Summit, could not be found. The train was running around a curve about thirty miles per hour. Dr. J. M. Dampeer, of Crystal Springs, was called and accompanied Mr. Wagner to Jackson, where he was placed in the Baptist Hospital. No bones were broken. X-ray photographs did not disclose fractures or dislocations of any kind, but the young man later claimed to be paralyzed in his lower extremities and he is asking the Railroad Company for a very large sum of money in damages. No suit has as yet been filed, but it is expected that one will be filed. It would appear that Wagner cannot escape

getting hurt on the railroad and that the Claim Department cannot escape doing business with him.

SETTLEMENT OF CLAIMS BY COMPENSATION COMMISSION.

The United States Employees' Compensation Commission announces an amicable settlement of the claim of a railway postal clerk who was injured last December by being thrown from a mail car on the Baltimore & Ohio Railroad and seriously injured, his scalp being lacerated and the skull fractured. He was unable to work for three months and had heavy hospital and surgeons' bills. He attempted to settle with the railroad company, but was unable to agree upon terms. Instead of engaging an attorney and filing suit against the company, he assigned his right to the Compensation Commission, in accordance with section 26 of the Federal Compensation Act of September 7, 1916. The Commission paid compensation to the postal clerk at the rate of \$66.67 per month, settled the hospital and doctor bills, and then took up the question with the railroad as to their liability. The clerk was carefully examined by several impartial and competent physicians, and upon the basis of their reports a settlement was finally effected with the railroad for the sum of \$2,500. This sum much more than paid the financial loss which the clerk sustained, and provides a surplus for any subsequent breakdown on account of the injury.

The commission desires to discourage litigation between civil employes and third parties upon whom there is legal liability in case of injury, and it therefore made every effort to secure what it considered a just settlement without recourse to a suit at law. The railroad company met the commission in a spirit of fairness, and after a series of conferences agreed to settle for the sum originally requested by the commission—\$2,500.

RELATIONS BETWEEN CLAIM AGENT AND SURGEON.

The head of the Claim Department of the New York Central, Mr. Frank V.

Whiting, in an address delivered before the New York and New England Association of Railway Surgeons on November 8th last, discussed the relations between the Claim Agent and the Railway Surgeon as follows:

"The relation existing between the members of the medical and claim departments of a railroad must, to attain the best results, be in the nature of a partnership. Neither of us is really essential to the accomplishment of the fundamental business of a railroad, *i. e.*, the movement of traffic; we are perhaps looked upon as a necessary evil. We do not, in one sense of the word, earn money; we are not directly or indirectly connected with transportation. Many claim men are directly engaged in a service which, if they were successful, would eliminate the surgeons and themselves—that of accident prevention.

The service that a surgeon furnishes a railroad in which the operating department is particularly interested is almost identical with that of our safety work—you examine men for employment so that reasonably sound and able men shall be selected, to the end that they may perform their work not only efficiently, but with reasonable safety to themselves and others. You examine employes to determine whether they may continue their work with safety, or whether it will be better to pension them. In some instances, you determine sanitary conditions. All this service is in the interest of accident or disease prevention.

Then, when men are injured, you are called upon for the exercise of the highest degree of care and skill with which you have been endowed—the repair of your fellow men, the restoration physically, as far as lies in your power, of the unfortunate and permanently maimed, and by this very objective you will find no other department of the railroad as interested in your work and the results you obtain as the claim department.

Then, we work together in accident prevention, you in the manner indicated, and we in many ways. The claim men are responsible for the practice of examining applicants for service. I personally started this on the L. S. & M. S.,

and for ten years was the chief surgeon in fact, not in medicine or surgery.

We have no desire to be surgeons, to dictate how you shall perform your work, which sometimes borders on the miraculous to our lay eyes, but we want to share with you the satisfaction and pride that naturally follows a good result. The better you do your work, the lesser outlay financially by the claim department.

Our interest in you and your work is tenfold greater than any other department. We see you oftener, we know you in your home town, we are the first to sense a lack of interest on your part, and aside from your professional ability, we are better able to judge of your fitness to act as surgeon than anyone else. We play no favorites; we need, and therefore demand, the best.

We do not ask you to settle claims for us, but we do ask that you pave the way for our service by performing your own acceptably. A wise word of advice to

your patient many times "holds" the case for us. In all cases we desire to consider the subject of settlement, and in the first instance, at least, directly with the injured person, and in those cases that result fatally, with the next of kin. A real service may be rendered by you in this connection, which, in most instances, will inure to the benefit of those afflicted, as well as to the company.

A lawyer is a middleman, not a necessity to claimants. We are always willing to pay as much to the next of kin, or to an injured person direct as they can hope to receive at the end of a lawsuit, and we do it more promptly and with better grace. Most negligence lawyers are parasites; they are as full of honeyed promises as a hive of honey, and of stings as the bees. Their interest in their prospective client is obviously greater than that of the employer, and it is purely a selfish one. They have everything to gain and nothing to lose if they can secure a case."

The Recovery of a Hand-Bag Pleases a Passenger

Chief Dispatcher,
I. C. Railway,
Kankakee, Ill.

December 31, 1917.

Dear Sir:

Mrs. Taylor and I want you and your fellow employes who had a hand in the matter to know that we appreciate the prompt and courteous service given us Friday, December 28th. I reported to the young lady in the ticket office Friday morning that Mrs. Taylor left a small handbag on the train, the train that left Chicago at 9:15 Friday morning. The young lady in turn reported the matter to you and you handled it in such a way that the bag was in the hands of the Chicago & Northwestern agent in Wilmette by ten o'clock Saturday morning. That is efficiency for you and it can also be referred to as courteous and honest. Kindly use the enclosed Thrift Stamps by giving one each person who had a hand in the matter and if there were more than four of you let me know and I will be glad to forward additional stamps.

Very truly yours,

A. J. TAYLOR,

209 S. State St., Chicago.

1. The young lady in the office.
2. You.
3. The train man who found the bag.
4. The man who forwarded it to Wilmette.

Accounting Department

The Extra Passenger Conductor Gets a Few Pointers

By L. C. Esschen, Auditor of Passenger Receipts

As the conductor was leaving the telegraph office after completing his run on No. 2, he was approached by his friend and fellow conductor of the freight service, and after exchanging greetings the latter remarked:

"Say, Tom, I suppose you know that I have been ordered to get a uniform and hold myself in readiness for some extra passenger running, and I'd certainly appreciate it if you can find a little time to post me in the handling of transportation and making up reports to the auditor's office."

This was very readily agreed to and after a bite to eat in a neighboring lunch room they retired to the passenger conductor's room.

"I want to confess that I do not know the first thing about this business and would like to have you go through from start to finish."

"Very well," said Tom, "suppose we start with going over some of these blanks and you can watch me while I am making up my reports. Now here is the Cash Fare and Ticket Report Form 938, and these author's stubs of cash fare checks that were issued on this trip from this metal holder you see here, are reported as provided. At the bottom of the sheet you first enter the opening and closing numbers of the checks and the number used. The checks are then separated according to those issued to the white and colored passengers and in these spaces above they are entered in the order in which the fares were collected, showing the amount of the fare in this column and the amount of War Tax, if any, in the next and the total of the

two in the final column. On the right hand side here the checks for the colored passengers are entered in the same way. You now bring down the total of the checks used and amount on each side and then carry those amounts to the recap showing the white and colored fares, the War Tax and the total cash collected for the trip. These amounts are then transferred to the outside of the report in the same manner. The auditor's stubs of the checks are now enclosed in this envelope Form 939 so that that part of the transaction is completed."

"Here in the center at the bottom of the report you enter the numbers of the hat checks, white, green and red, that were used on the trip. A good way to keep straight on these numbers is, before you start out on the trip to take the commencing numbers and then refer to the bundle of checks that you have left and enter the numbers accordingly. The instructions provide that the used checks that are lifted from the passengers be returned with ticket collections in a bundle secured with rubber bands, but it is not necessary to assort them in any way. You will notice these spaces that are provided for the prefix, and you want to be very careful not to leave off this information wherever the checks have a prefix letter."

"I see," said his friend Bob, who seemed to be very much interested in everything that was taking place.

"On the reverse side of the blank we will now fill in the train number, from and to, date, and time of departure and arrival. To the right we will write up the report of passes honored from these

notes that I made on the train, as you will see from the instructions at the bottom of the blank that we do not have to report all passes honored.

"We are required to assort the ticket collections in station order, from and to, according to the run of the train. You will find that it will assist you a great deal in this respect if you keep the tickets in some kind of order as they are collected, more particularly the card tickets, by taking those for a given station and putting them back of those previously collected and if the time permits between stations, also assort them as to destinations. It is also a good plan to count those collected out of each station and keep adding to the number, which you place with pencil on the back of the bundle so that when you are through you don't have to count the tickets again in making up your report, as you will see from the filing of the report you have to list the number of tickets of each kind, local card, and these with the projections on them that are called Simplex, and any other forms of local tickets such as party, clergy, etc. After these come the interline, which means tickets sold by this company to a point on another line, of which we get one of these coupons. The rest of the ticket, reading from our junction to a point beyond, is collected by the other companies. On round trip tickets of this kind we get these long contracts and they of course should be classified as interline the same as the others. The foreign tickets are those issued by other companies and are readily distinguished by the names of the roads that appear on them.

"Now this mileage; while we show the total number of miles collected in space on the cash fare and ticket report we are required to make a separate report of the mileage detachments, Form 922. On this envelope we list the numbers of the books, the station numbers between which honored, and the number of miles represented by the detachments. Some of these are 2 cents and others 2½ cents per mile, for which the separate columns are provided. The detachments are endorsed with the train number and

date, station numbers from and to and bear the signature of the passenger which is taken on the train. These are enclosed in the envelope and returned with other collections. The detachments of interchangeable mileage of other companies' issues represent just so many dollars and cents to the company that could not be claimed if the detachments were lost, so that you cannot be too careful in the handling of them.

"I will show you how to make one of these detachments from a book. Take this one, for instance, the strip shows the opening number on the left hand side to be 865. Now if the passenger were going 40 miles you would add 40 to 865, making 905, but you do not take the coupon marked 905 but one less because from 865 to 905, inclusive, would make a detachment of 41 miles."

"I get you," said Bob. "All of this is going to stand me in hand when I get working a passenger train because I sure didn't know a thing about it."

"We will now put down the number of the trip passes that were collected. It isn't necessary to assort these in any way but you always must be careful to see that the train number and date and your signature appear on the back and when they are provided with space for cancelling with a punch this should be done in the order as shown. When honoring these passes that read round trip with only one coupon, the conductor on the going trip is also required to endorse the train number, date on which honored, and sign his name.

"Now we will take these little cardboards, Report of Tickets Honored but not Lifted, Form 915, that I made on the trip where I simply punched the tickets and handed them back to the passengers, and we will list on the Form 938 the number of passengers represented under the various classes, local, interline, etc., as you see, one way, round trip and party. This information is also used by the auditor in figuring the earnings of the train.

"Before we forget it we will insert a cut of the punch, sign and date report to show when it went forward and with

two folds bring the summary to the outside in this manner and with envelope Form 939 with the auditor's stubs of the checks enclosed folded in, we are ready to put the report and collections in this large enclosure envelope Form 911 and we will toss it in to the station baggage agent so that he can put it on No. 4 for Chicago. This train, with some of the others, has a special mail pouch for the conductors' envelopes.

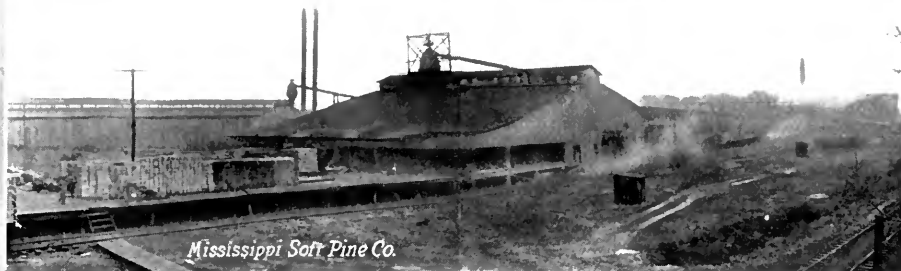
"There is just one more thing I have to do before we close up shop and that is to make out my remittance, using one of these slips on which you fill in the forwarding station, this date, the amount, train number, from, to, date of the train, sign and enclose it with the coin in this express envelope, and if you have a match we will seal it with this piece of wax and take it over to the express office. On some parts of the line the company has an arrangement for making remittances direct to the banks and on some runs where you can't do business with the express office on account of being closed, you have to turn over your remittances to the express messenger on the train and he gives you the customary receipt in this book. It is always desirable to take this in case any question might come up later about whether or not remittance was made."

"Say, Tom," said Bob, "I don't think this is so very hard. I believe I could get by with a little practice," whereupon Tom remarked:

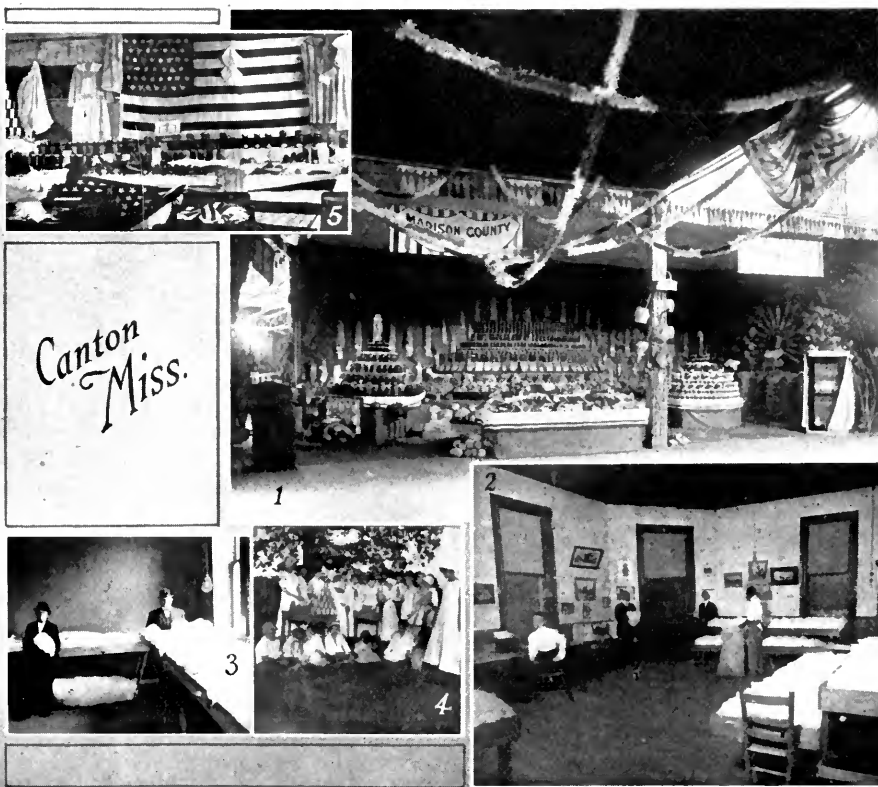
"Just let me give you a little hunch on this business. If you go at it in a systematic way and while you are making collections on the train where you have a little spare time, give a little consideration to what there is to be done at the end of your run, you can clean up the work in a jiffy after you get through.

"Of course, you understand there is a great deal more to it than just what we have gone over and if you want to take the time I will explain about the handling of transportation in sleeping cars under what they call the envelope system, which is covered by circular No. 6 of the Auditor of Passenger Receipts, which I am going to give you later to read. You see

this large envelope Form 895. You make up one of these for each sleeping car, putting the name of the sleeper on the top, and somewhere, just as a memorandum, the number that this car is known as, because later in doing business with the Pullman conductor he will refer to the car number instead of the name of the sleeper and you've got to work pretty fast in making the collections in sleeping cars in order to get all the passengers before they retire and a good many of them are scattered around the train, in the dining car and in sleepers other than those in which they have berths, but the plan is usually to start at the head end and take them as they come. In working with the Pullman conductor, who takes care of the sleeping car transportation, you have a small package of these identification checks Form 918, in the envelope of which you place the transportation of the passenger, mark the car number and the number of the berth, either upper or lower, or it may be a stateroom or a drawing room, and if the destination of the passenger is apparent from the ticket no further notations are necessary on the envelope at the time, but if he holds a mileage book or an annual pass or a ticket on which he expects to take stop-over it is necessary for you to fill in destination on the envelope at the time collections are made. The flap of the envelope, which serves as an identification check, is given to the passenger as his receipt for the transportation and is recovered by the conductor within whose run the trip of the passenger terminates. Where you have quite a number of sleeping cars you of course will not be in a position to put these small envelopes in large envelope Form 895 until you are through making all the collections and have an opportunity to assort the small envelopes for the various cars. To do this I very often go up into the baggage car or some other convenient place where I can work and you've got to give consideration to the time that you are going to reach the next stop. Sometimes the flagman or the baggageman assists me in this work when I am overcrowded, but I usually prefer to do it myself if I have



Canton
Miss.



1—EXHIBIT MISS. STATE FAIR. 2 & 3—COTTON SAMPLING ROOM. 4—CANNING CLUB. 5—EXHIBIT OF ONE GIRL'S WORK, AGRICULTURAL HIGH SCHOOL.

the time. The best way to do is to just take one of the small envelopes at a time and before you make any attempt to assort them as to sleepers fill in the name of the car, remove the transportation, punch it if a straight ticket and make a check mark in the space on the outside to denote the kind. In the case of a mileage book you figure the distance through to the final destination of the passenger, make the detachment for the entire trip, endorse on the back the points from and to and place the folded detachment inside the cover of the book, which in turn is put into the envelope. The book is returned to the passenger by the final conductor in exchange for his identification check and the final conductor reports the detachment on his mileage report Form 922 to show the full distance traveled.

"It would perhaps be too much involved for me to undertake to explain to you at this time all the different kinds of transportation that you will have to handle in this way, but we will go over this just to give you a general idea of the plan under which the tickets are handled in the sleeper. After examining all the transportation in the small envelopes, making your mileage detachments, filling in the names of the cars, checking the different kinds of transportation on the envelope, you want to sort out the 918's for the various cars and then list the consecutive numbers of these in the first column on the large envelope Form 895. Then you turn to the back of the envelope and you indicate the number of passengers in the various berths in the first column on the diagram. This is so that you can later check up with the Pullman conductor as to the number of passengers occupying each sleeper. Of course, if you are an intermediate conductor you would use the succeeding columns both on the face and back of the envelope, using for the numbers of the checks the next line below the entries that were made by the preceding conductors, so that there is always space to the right of the numbers to be used by the succeeding conductors for checking purposes.

"Where the passenger terminates with-

in the run of a conductor and the identification check is lifted the conductor indicates with an X opposite the number of the check that the passenger who held same is no longer in the sleeper. Where the passenger goes beyond the run of a conductor this is indicated by a check mark.

"Each conductor in the order of his run is required to sign his name at the bottom of the envelope which is turned in to the auditor by the final conductor with the small envelopes enclosed, and the corresponding checks of Form 918 enclosed in the small envelopes. The tickets in all cases are removed and assorted with the other collections.

"There is something that we have to contend with just now of particular importance and that is the collection of the War Tax in connection with passenger fares where the fare is more than 35 cents. This is at the rate of 8 percent. For instance, if the rate was 65 cents the war tax would be 5 cents, that is, you drop the fraction when it is less than five-tenths of a cent and add a cent when it is five-tenths of a cent or more. For seat fares collected in parlor cars the rate of tax is 10 percent on all fares collected, that is, there is no minimum."

"Say, Tom, tell me something about the 'phony' tickets," said Bob.

"Oh," replied Tom, "there is hardly anything of that kind nowadays, but when the ticket scalpers were operating in the large commercial centers we had a great many tickets presented on which the limits were plugged, dates altered, signature tickets in improper hands and patched up tickets of all kinds, but this has been done away with since the anti-scalping laws were passed.

"If you could arrange to meet me from time to time when I get in off my run I shall be very glad to explain to you concerning the different kind of tickets that were used, the collection of short line mileage, the use of mileage exchange checks, the honoring of mileage exchange passage tickets, the manner of using hat checks, the forms of Illinois Central and Y. & M. V. and interchangeable mileage tickets that are accepted on our line, the

collection of fares in parlor cars and making a separate report on this account, the rendering of 972 report to the auditor covering irregular transportation where mistakes are made by agents, etc., how to proceed in case an exchange order is presented which the passenger failed to exchange for ticket, honoring government orders, foreign tickets reading to points beyond our line not provided with sufficient coupons, the rendering of special report to the auditor's office covering troop trains, bulletins of lost and stolen tickets and passes, and a miscellaneous lot of other things that do not occur to me just now, and in the meantime I would suggest that you get a Book of General Instructions No. 4 issued by the general passenger department, Auditor of Passenger Receipts and the Manager of Baggage and Mail Traffic, which will give you an opportunity to study the 'dope.'

"I just learned the other day that the Auditor of Passenger Receipts has made a complete set of all blanks, circulars,

tariffs, books of rules, etc., for file in the superintendents' offices, also in some of the trainmasters' offices where they are not located at the division headquarters, and I believe it would be a very good idea for you to get this file and look it over so that you will have a better understanding of these things when we have an opportunity for a further talk.

"Before we say good-night, Bob, let me tell you that it is not an uncommon thing for this company to promote men from the passenger train service who afterwards reach the highest positions, and you will make no mistake to do all of your work in a conscientious and efficient manner, as while you are only a beginner today in this line there is no telling what the future may have in store for you if you make a creditable record."

"I'll try and remember your advice and thank you very much for your kindness. Don't forget to remember me to the wife and kiddies at the other end. Good-night."

"I'll surely do that. Good-night, Bob."

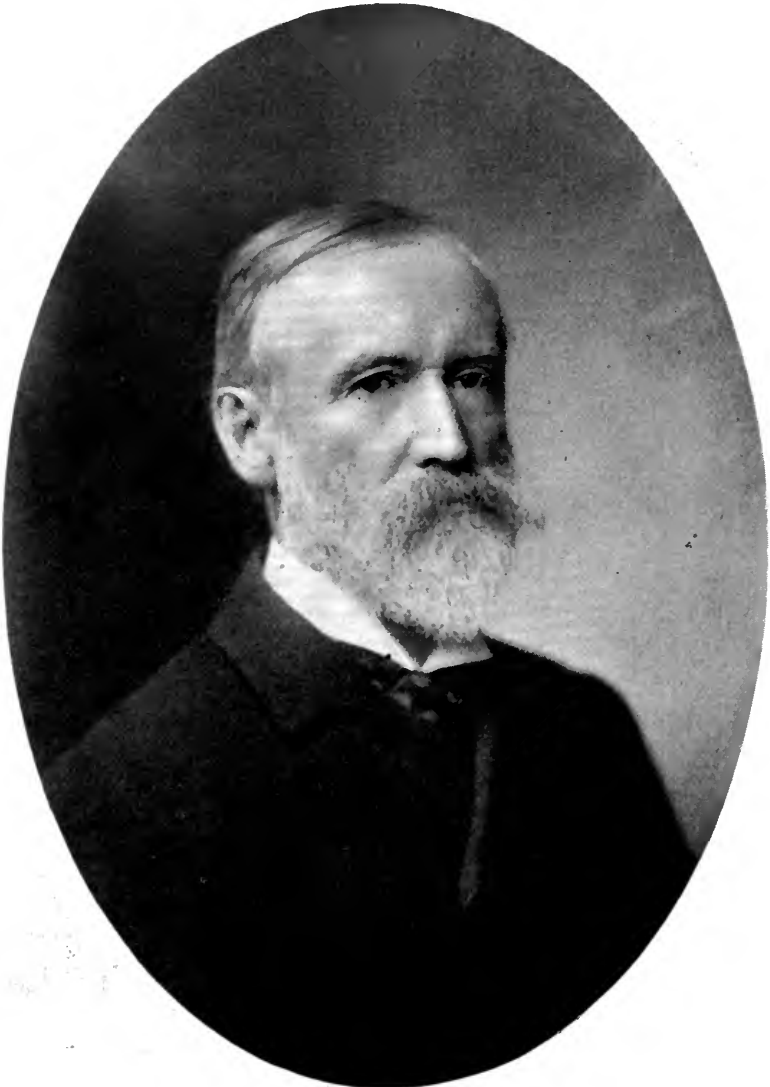


SHORT LEAF PINE, MADISON COUNTY, MISS.

FROM THE LAW DEPARTMENT



Biographical Sketch No. 33



HUGH CREA, ESQ., (Deceased),
Local Attorney at Decatur, Illinois.

HUGH CREA, the oldest living attorney in Macon County, and probably in Central Illinois, died at his home in Decatur on January 31, 1918, after an illness of only a few days. Mr. Crea was born at Gananoque, Toronto, Canada, on February 7, 1833; he left Canada with a life-long friend, Henry S. Greene, and went to Clinton, Illinois, in about 1861; both he and Mr. Greene were admitted to practice in the Supreme Court in 1862 and in 1863 Mr. Crea located in Decatur where he continued in the practice of law up to within a few days of his death. The firm of Messrs. Crea & Ewing was appointed Local Counsel for the Illinois Central Railroad Company at Decatur in 1882 and since that time Mr. Crea has served as Local Attorney for the Illinois Central Railroad Company in Macon County.

Mr. Crea's first partner in the practice of the law was Mr. Charles A. Ewing, with whom he was associated from 1870 to the time of Mr. Ewing's death in 1896; at the time of Mr. Crea's death Messrs. Hugh W. Housum and Fred Hamilton were associated with him as partners in the practice of law.

As a lawyer Mr. Crea, stood among the foremost of the lawyers in Illinois. Mr. Crea has a keen and analytical mind and his conclusions were reached only after calm and deliberative judgment; he had a large and varied law practice and his advice and counsel were much sought after, not only by his clients, but by lawyers as well. He was always ready to give advice without any thought of compensation to young lawyers who had just started in the practice of their profession. Mr. Crea's principal characteristics were his unflinching good nature, his keen sense of humor, his untiring efforts on behalf of his friends, and his loyalty to his friends and clients.

In the death of Mr. Crea the Illinois Central Railroad Company lost an able counsel, one who had labored untiringly in its behalf for many years.

ILLINOIS SUPREME COURT DECISIONS

WORKMEN'S COMPENSATION.—*When an employe of carrier is not engaged in interstate commerce.*—A carpenter employed by an interstate carrier while engaged in building the wooden forms for the concrete retaining walls which are to hold the filling material when the tracks of the carrier are elevated is not engaged in interstate commerce and his remedy, if any, is under the Workmen's Compensation Act. If the work of an employe of an interstate carrier constitutes a real and substantial part of interstate commerce, then he is engaged in interstate commerce but not otherwise. (*Dickinson v. Industrial Board*, 280 Ill., 342.)

Question whether disability has recurred or increased is one of fact.—On the hearing before the Industrial Board under clause (h) of Section 19 of the Act of 1913, the question whether the disability has recurred or increased is one of fact for determination by the Industrial Board upon consideration of the stenographic report of the hearing when the original award was made, and additional evidence with respect to the increase or recurrence of the disability. *Simpson Case*, 275 Ill. 366, distinguished. (*Squire v. Industrial Board*, 281 Ill. 359.)

What does not show that injury arose out of and in course of injury.—Evidence that an employe 70 years of age, and who had been suffering for several years from varicose veins, was found wandering about the shop in an apparently sick and dazed condition after the shop had closed, and that he insisted on going home alone on a street car, transferring twice before reaching his home, where it was found he had a broken collar bone, which he explained by saying he fell over some lumber in the shop, does not show that the injury arose out of and in the course of his employment. (*Peterson & Co. v. Industrial Board*, 281 Ill. 326.)

EMINENT DOMAIN.—*Damages to railroad property not taken for drainage channel in crossing right of way may be offset by benefits to remainder.*—Where a proposed drainage channel crosses the right of way of a railroad, making necessary the construction of a bridge over the ditch, the measure of the railroad's damages, aside from the value of the land actually taken, is the difference between the value of the remainder of the right of way, as a whole, before and after the construction of the proposed improvement in accordance with the plans offered in the condemnation proceedings. (East Side Levee District v. A. & S. R. R., 281 Ill. 372.)

STATUTE OF LIMITATIONS *in criminal prosecutions is an act of grace.* A statute limiting the time in which a criminal prosecution may be brought is an act of grace and not a contract with the criminal, and it may be changed or repealed by the legislatures as to any one whose right to immunity has not become absolute by the completion of the period of limitation. The purpose of the statute as applied to criminal cases is to allow the accused to defend himself while the charge is new and the evidence can be more readily obtained, and is not grounded upon mere delay in the prosecution but rather upon delay in commencing the same. (People v. Buckner, 281 Ill. 340.)

COMMERCE DECISIONS.

INCREASE OF RECONSIGNMENT CHARGES SUSTAINED.—In the Reconsignment Case, 47 ICC 590, the Interstate Commerce Commission, opinion by Commissioner McChord, authorized the following charges and regulations affecting the diversion or reconsignment of carload shipment on behalf of practically all the carriers of the country: \$1 per car for change of name in consignor; if request is made for diversion or reconsignment of freight in carloads, the carrier will make diligent effort to locate the shipment and effect the delivery service but will not be responsible for failure to do so unless such failure is due to negligence of its employes; \$2 per car may be charged for diversion or reconsignment in transit prior to arrival of shipment at original destination or terminal yards serving that destination; \$2 for diversion or reconsignment when order for that service is placed at the billed destination in time to permit instructions to be given to yard employes prior to the arrival of the car; \$2 per car for stopping car prior to arrival at billed destination to be held for orders; \$5 per car for diversion or reconsignment at original destination to a point outside the switching limits, on orders received by the carrier after arrival or too late to permit instructions to be given to yard employes before arrival; on cars which have been placed for unloading but not unloaded and are subsequently reforwarded to a point within the switching limits, the local tariff rates may be applied. Other rules approved provide that: (a) a single change in the name of the consignee at first destination, and (or) a single change in the designation of his place of delivery at first destination, will be allowed without charge if order is received in time to permit instructions to be given to yard employes prior to arrival of car at first destination or at the terminal yard serving such destination; (b) if such orders are received in time to permit instructions to be given to yard employes within 24 hours after arrival of car at terminal yard a charge of \$2 per car will be made; (c) if such orders are received subsequent to 24 hours after arrival of car at terminal yard a charge of \$5 per car will be made. The Commission also approved the application of charges for reconsignment regardless of the method of freight rate construction.

Concerning regulations prohibiting the reconsignment of carload freight to an embargoed point, the Commission says in part, p. 634: "That part of the rule which provides that 'no freight can be reconsigned or diverted under these rules

to a station or point of delivery against which an embargo has been placed' has been justified, and with this exception the rule is condemned. In so finding it will, of course, be understood that the propriety of no particular embargo is under consideration. If, under all the facts a particular embargo could not be justified by the carriers, it is clear that they could not justify refusal to reconsign to the embargoed point, although the tariff might so provide."

As to the number of reconsignments permitted, the Commission says, p. 635: "A rule providing that not more than one reconsignment will be allowed on a shipment would seem to be a reasonable regulation."

CAR OF DIFFERENT SIZE FURNISHED THAN ORDERED.—Complainants ordered car of 30,000-pound capacity. Defendants furnished one with marked capacity of 36,000 pounds. Charges were collected on basis of latter. The Commission held (*Cutler v. Soo Line*, 47 ICC 249, following *Kaye v. M. & I. R. Co.*, 17 ICC 209) that failure to provide tariff rule to the effect that when a car of the capacity or dimension ordered by a shipper provided for in the tariff cannot be furnished within a reasonable time, and for its own convenience a larger car is furnished, such larger car shall be used upon the basis of the minimum weight applicable to the car ordered, but in no case upon the basis of less than actual weight, provided the shipment could have been loaded upon or on a car of the size ordered, was unreasonable and that plaintiff is entitled to reparation to the extent the charges collected exceed those applicable on the marked capacity of the car ordered.

INTEREST ON STRAIGHT OVERCHARGES—COMMISSION HAS NO POWER OVER COUNSEL FEES OR RETURN OF CLAIM PAPERS.—In this case (*Minnesota & Orleans Power Co. v. B. F. & I. F. R. Co.*, 47 ICC 208), the petition was dismissed though defendants entered no appearance, the Commission stating there is no dispute as to the amount of the overcharge, but the question presented is whether plaintiff is entitled to interest on the amount thereof. The Commission says the evidence does not show the plaintiff paid and bore the charges; that defendants will be expected to make refund to the proper party with interest to date of payment; that the Commission is not empowered to award counsel fees for prosecution of cases before it (*Meeker & Co. v. Lehigh Valley R. Co.*, 236 U. S. 412); and that the recovering of claim papers from the carrier is not a matter cognizable by the Commission.

COMMISSION HAS NO JURISDICTION OVER CLAIMS BARRED BY LIMITATION.—The complainants contended in *California Pine Box & Lumber Co. v. S. P. Co.*, 47 ICC 375, that the Southern Pacific was delinquent in not making special docket application for all shipments of complainants, that it should not be permitted therefore to escape payment of the damages claimed. The Commission replied, "But whether the Southern Pacific was delinquent in not including all shipments in its special docket applications, or the complainant was culpable in not promptly handling their own claims, cannot affect the fact that, under the law, the Commission has no jurisdiction in respect to claims barred by the statute of limitations. *Trans-Mississippi Grain Co. v. C. B. & Q. R. Co.*, 41 ICC 612, 614; *Phillips v. Grand Trunk R. Co.*, 236 U. S. 662, 667.

REPARATION WITHIN DISCRETION OF COMMISSION.—In *National Petroleum Assn. v. M. K. & T. R. Co.*, 47 ICC 355, 363, opinion by Mr. Commissioner Harlan, the rule is thus stated:

"In substance the argument of the complainants is that a refusal of reparation on the grounds suggested by the examiner would be an exercise of a discretion not vested in the Commission.

"This contention is one that has been sharply discussed by counsel in a number of cases before us in which reparation has been denied on the general theory that

an award of damages with respect to shipments in the past does not necessarily follow as a matter of law upon a finding that the rate or rates under consideration is or are unreasonable. The theory of the Commission has been that it may award or deny reparation as substantial justice may require, according to the special facts and circumstances of each particular case. Our general powers in this particular were recently discussed at some length in *D. L. & W. Coal Co. v. D. L. & W. R. Co.*, 46 ICC 506, 508-9, and need not be again considered here. It will suffice to say that in a long line of cases, cited in the proceeding just mentioned, where general rate structures were under examination the Commission, holding that such a course was within its established powers, denied awards of reparation because, on the facts appearing in each case, the Commission was of the opinion that reparation was not warranted."

LOWREY TARIFF AS APPLIED TO SCRAP IRON IN CHICAGO SWITCHING DISTRICT—TEAM TRACKS AND INDUSTRIAL SIDINGS COMPARED.—In *Price v. G. T. W. R. Co.*, 47 ICC 216, the Commission held that a rate on scrap iron from Elsdon, Ill., via Grand Trunk Railway and Indiana Harbor Belt to East Chicago, Ind., made up of a combination rate of 1.5 cents, minimum 60,000 pounds, from Elsdon to Blue Island and 1 cent beyond, is not unreasonable. The Commission said the shipment moved from one of defendant's hold tracks in the classification yard to a private side track, a distance of 33 miles. "Defendants contend that the rates applicable between privately owned side tracks within the Chicago switching limits are abnormally low; that they were established as a result of a compromise between the shippers and carriers in effecting a uniform adjustment of the switching charges between all privately owned side tracks within the Chicago switching limits; and that they should not be taken as a measure of reasonable rates. They also urge that the rates assailed should be higher than the rates applicable between private side tracks; that the expense of establishing and maintaining hold tracks and team tracks in Chicago, as contrasted with the cost and upkeep of a private track, which is borne entirely by the industry, fully justifies a higher charge on shipments moving from or to hold tracks and team tracks. In *Independent Brewing Assn. v. C. M. & St. P. Ry. Co.*, 42 ICC 129, we found that higher charges for movements within the Chicago switching district from or to team tracks and industrial sidings than between industrial sidings were not shown to be unreasonable or unduly prejudicial."

The Intelligent Piece of Work by Telephone Maintainer L. O'Bryan Prevented Possible Accident to a Passenger Train

Fulton, Ky., December 2, 1917.

"I was going south on motor car on the morning of November 24, Saturday, and found broken joint on south bound main track about $\frac{1}{4}$ mile north of Rives. Joint was about four inches open; considered track safe to pass over at slow rate of speed. I took the necessary precautions and flagged No. 103 and notified the trick dispatcher, Mr. R. M. Alford, of the condition of the track and he notified the section foreman at Rives, temporary repairs being made at once. No. 103 received no delay more than the stop for the flag."



The Underwriters' Laboratories, Inc.

By W. C. Pauli. Assistant Engineer

THE slogan of the day, "Safety First" is one of the guiding principles of a fast growing concern in Chicago, operating under the name of Underwriters' Laboratories Inc. This corporation, as its name would indicate, is devoted strictly to a study of reducing fire and accident hazards and is one of the comparatively few institutions which are incorporated for purposes other than profit. It is under the direction of the National Board of Fire Underwriters which lends its support financially as well as in other ways.

The principal offices and testing station are located at 207 East Ohio St., Chicago, in a model, fire proof brick, terra cotta, steel and concrete structure. which, in spite of its construction, is equipped with automatic sprinklers. This building is divided into two types, one of which houses the office and laboratories and the other the large furnaces.

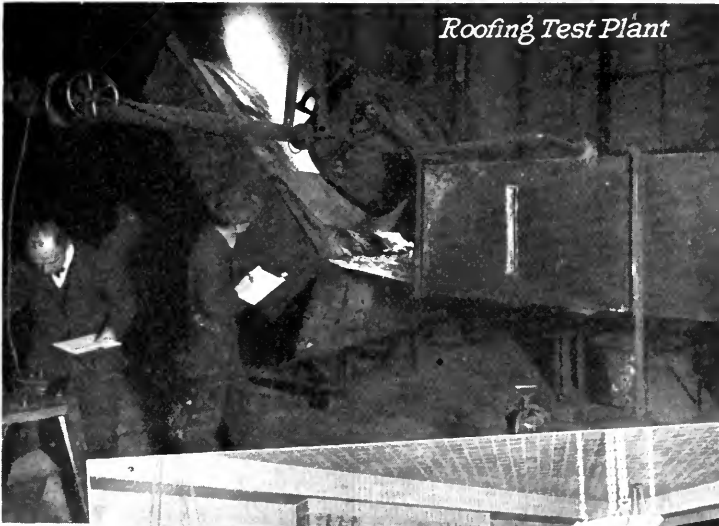
The office and laboratory building is a good example of what can be done in decorative work without the use of wood for trim. Doors and windows are metal, likewise the channel frames enclosing them. Light openings are equipped with wired glass, both inside and outside of the building. The interior and exterior bearing walls are of red pressed brick. Partitions and ceilings are of tile or faced with tile, pointed with tuck pointed joints, the ceiling being laid in herring bone pattern. Floors are of concrete throughout and are, in some portions of the building, covered with square red tile laid with wide joints. The general effect is very pleasing and as nearly fire proof as modern methods can produce.

In keeping with the rest of the equipment, most of the furniture, such as desks, file cases, etc., are of steel, the net result being a fire hazard which may almost said to be confined to the papers only.

The addition, of somewhat different construction, housing the large furnaces and roof testing apparatus is also constructed of brick, steel and concrete, but was designed primarily for utility and fireproof construction. The walls which have an alley exposure are of common brick laid in a heavily tempered cement lime mortar. The other walls are of metal lath and cement and sand concrete with generous light openings of rolled steel sash sections, fitted with wired glass. The floors are concrete on expanded metal arched reinforcing with a rich mixture of sand and cement wearing surface. All of the interior is faced with cement sand concrete applied with a cement gun. In one corner of this addition a tower was provided of sufficient height to permit full lengths of hose to be suspended for proper drying and two large ventilators in the roof also create a draft capable of carrying out most of the smoke and gases created by the various tests.

For the transfer of heavy articles the building was equipped with two traveling cranes, one traversing the length of the furnace building and the other the length of the hydraulic laboratory was designed consisting of two steel "A" frames on casters with an I-beam connection above on which a trolley chain hoist is operated.

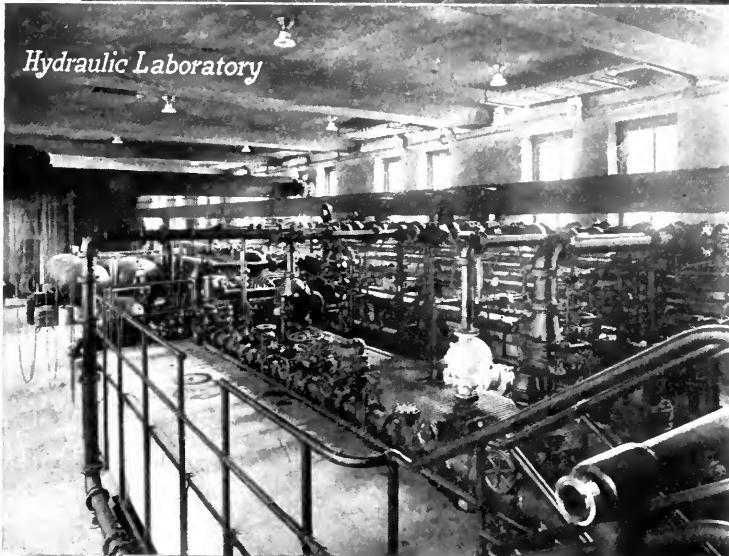
All tests conducted in the Underwrit-



Roofing Test Plant



President's Office



Hydraulic Laboratory

ers' Laboratories are made on products which are turned out for commercial use and this necessitates some large, elaborate apparatus of special design to reproduce conditions which might be encountered in an ordinary fire or in a conflagration. Among the furnaces there is one of portable design, equipped with castors, which is used for testing small samples such as building tile, another for window, door, partition, safe and other samples of similar type and a third recently completed, for testing full length samples of building columns under load and heat combined. These furnaces all employ the same general principal of combustion. The gas is supplied through large mains entering the lower part of the fire chamber and air jets at various heights furnish the necessary oxygen to complete combustion, the result being an even flame which impinges against a sample and which is capable of close adjustment of temperatures. "Peek Holes," conveniently located and covered with mica, enable the observer to watch the fire side of a sample without a test. Most of the samples tested in these furnaces are subjected to fire stream after the fire test. This stream is directed from a specified distance at constant nozzle pressure obtained from the laboratory tanks, the gauge being located immediately preceding the nozzle.

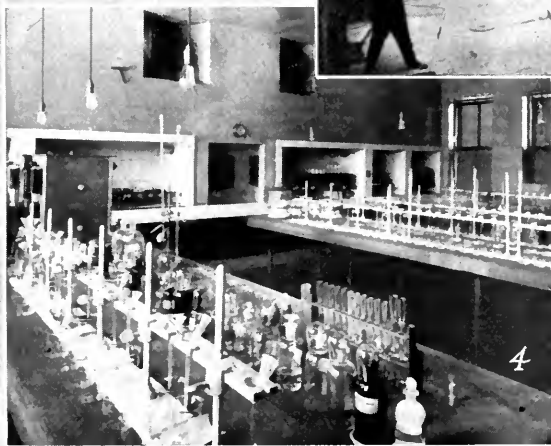
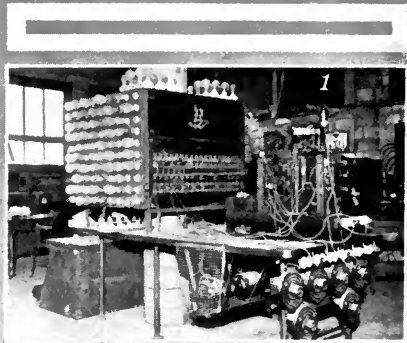
The samples to be tested, other than columns, are passed into the furnace in panels. These panels consist of channel frames which are suspended from an I-Beam hanger by trolley. The sample is bricked into the steel frame in the same manner that it would be secured into a brick wall and when the mortar is sufficiently hard, the panel is pushed into the furnace, thereby forming the front of the combustion chamber and the openings are closed up with fire clay. After the heat application, a quick release causes the panel to slide out from the furnace and the fire stream can be applied before any appreciable amount of cooling takes place.

The column testing plant, which was recently completed, was built to handle building columns in one-story column

lengths with base castings, shelf angles and top plates complete and fire-proofed in various ways as is done in ordinary building practice. The samples are handled by the traveling crane located in the furnace between adjustable top and bottom plates to avoid eccentric loading and sealed in by closing the furnace front which is in the shape of a movable panel. The column will be restrained against lateral motion at the roof of the furnace by a sliding bearing which is expected to permit a failure in a manner similar to that found in a building when the floor beams furnish a certain restraining element during an extremely hot fire. The load is applied from the top by a hydraulic jack, designed to furnish a "follow up" to the point of severe buckling of the sample. Heat is furnished for this furnace by the burning of gas in air jets in the same manner as in the panel furnaces.

The roofing test plant is an unique piece of apparatus which gives conditions closely approximating those found in severe exposure during a conflagration. The sample to be tested is applied on a deck which can be tilted at any desired angle to represent any desirable pitch of roof. Air is directed against this sample at a known velocity throughout the test. This current of air is supplied by a large multivane fan and its course directed through a galvanized iron shaft of rectangular shape to a point a short distance from the sample. Heat is supplied by a suspended furnace for the radiation test and by a blazing wood object for the flaming brand test.

One of the most spectacular tests from the view point of a visitor to the laboratories is that conducted to determine the efficiency of a small chemical fire extinguisher. The apparatus in this case consists of a solid wood panel, on one side of which are nailed two layers of small wood strips at right angles to each other. This panel is saturated with inflammable oil, placed on edge, ignited and allowed to burn until the wood is thoroughly afire. When this condition is obtained it is the task of the operator to attempt to extinguish the fire with the



1.- Switch Testing machine
 2.- Panel Furnace-front
 3.- Panel Furnace-rear
 4.- Chemical Laboratory

apparatus under test. Considered from the viewpoint of first aid apparatus, the extinguisher is extremely important and it is surprising how efficient the action is when handled with proper care.

Smaller, but also somewhat elaborate apparatus is required for the testing of

automatic sprinklers. These small, but important features of a modern commercial building, are subjected to many unavoidable abuses due to the occupancy they help to protect. For this reason some of the samples are treated to acquire the undesirable features which

sometimes cause the action to halt and sometimes samples are acquired which were removed from an installation. The test for all is the same, however. They are subjected to constant water pressure in an oven under rising temperature and the fusing point and positiveness of action determined. Should some of the parts lodge in the sprinkler head the flow of water might be deflected from a vital part of the fire, so it is readily understood that observation is a big factor in these tests. The fusible links are subjected to continuous load in an installation due to water pressure in a "wet" system and this condition is reproduced in the laboratories by suspending loads on a lever arm of known lever ratios with the links as a fulcrum to produce compression in the links for an extended period of time. Daily observations give the yield point and consequently the factor of safety in any installation. As previously stated, a valuable record is obtained from sprinklers removed from various installations and the effect of different occupancies on their action thus obtained, also an insurance to their owner as to their ability to reduce his fire hazard.

The results of the work of the electrical department are probably most often noted by the average observer as many electrical devices bear the approval label of the Underwriters' Laboratories. To merit this approval label the devices are tested with the aid of many electrical instruments of standard type, such as ammeters, voltmeters, rheostats, etc., as well as special devices such as the switch testing machine, for example, where the current is switched on and off at regular intervals for a specified number of times. The electrical laboratory is indeed well equipped to make the great variety of tests and examinations required for the wide range of devices manufactured, as will be appreciated when one considers that switch cabinets, fuses, conduit, insulated wire, switches, moving picture projectors, etc., are all included among the long list of approved devices.

In connection with the work of this

department an investigation is also made of fires which are supposed to originate from defective installations or devices and the causes for such fires are sought and analyzed to determine wherein the work was defective. As a result of these investigations, recommendations are promulgated, which, if followed will minimize the danger resulting from such sources.

There are many other devices examined by the laboratories which need only be mentioned in this article. Among these are receptacles which are designed to contain various kinds of explosive or highly inflammable material, such as oily waste cans, gasoline tanks, oil pumps, etc, fire and other hose, fire pumps, kerosine stoves, acetylene and other lighting systems, etc., examinations of which are made to standardize the essential safety features and to reduce the fire hazard or to make more efficient the method of fighting fires after they have started. Chemical and hydraulic laboratories are maintained for these and other tests.

To insure that the work of these tests is not lost in later manufacture a factory inspection service is maintained which requires frequent visits to the plants making approved devices. These inspections include a general survey of the facilities at the command of the manufacturer and a study of the probabilities of turning out a uniform product, also a close inspection of some finished device chosen at random to determine how closely the specifications have been adhered to. The manner of installing some devices is also important and in these cases a full set of instructions is expected to be available.

Publications are issued regularly by the Underwriters' Laboratories giving specifications for some devices, such as swinging fire doors, hardware, tinclad fire doors, etc., general statements regarding others and lists of devices which have been tested and approved. Those devices which have not been approved are not mentioned and the submitter has the privilege of having more tests made after he has made changes to

correct the weak points found in previous examinations.

It may occur to the reader to question what is the general object of all tests. Many prospective builders and purchasers will not inquire as to the meaning of the small label attached to fire door hardware, or a toaster, for example, and will be content with the unlabeled product because the purchase price is usually lower. It must be remembered, however, that the institution labeling these goods is working for standards in fire protection and that it has already

succeeded in standardizing equipment along certain lines to such an extent that the insurance companies insist upon labeled goods for these devices. Electric conduit is generally labeled, also sprinklers, fire extinguishers, fire doors, fire door hardware and fire hose. Thus the work is leading to a definite result, namely standardization and if this result is even approximated, the fire hazard should be greatly reduced and the often quoted statement of annual loss by fire in the U. S. A. be made less appalling year after year.



Passenger Traffic Department

Little Talks with
the Rambler

Service Notes
of Interest



A Christmas Day Outing

IT was strange how we four got together on Christmas day and went out into a snow clad country, with the thermometer uncomfortably near the zero mark. As may be supposed, however, primarily it was Snap Shot Bill's proposition that we spend a good part of the day roaming over the Country Club grounds instead of making it, above all days in the year, one at the home with the family. For that matter, however, Bill's home seemed always to be in the open during daylight hours when not working. Maybe he had a home somewhere, but he never seemed to use it when he could be out with his kodak. Tyro, who was one of the quartet, had some excuse for deserting the home fires on that day for his family had gone for the holidays "to see grandpa." As he could not accompany them, he was not only foot-free but, being also an out-of-door man and lover of nature in all its aspects, he gladly welcomed Bill's suggestion that the day be spent getting snow pictures in the ravines, the woods, by the stream and on the open plains of the Country Club grounds. As to the rest of the party, consisting of the Rambler and myself, we were present from mixed motives.

The Rambler, as has been stated in previous reports of his doings, was a bachelor and lived by himself in an apartment, he having no home ties within practical reach for the day. True he had hosts of friends and many homes would have been glad to have welcomed him and make him enter into the Christmas spirit with them on that anniversary had he allowed it. He seemed however, to fight shy of several opportunities that had presented themselves in such connection, he arguing that it was the home day, and that however welcome he might be, he himself could but feel as though he had no place on this one particular holiday of the year under the roof of any of his friends.

In this connection it may be remarked that, generally cheerful, full of energy and free at all times from even a suspicion of "being blue," as the mid winter holidays approached I thought the Rambler unusually quiet for him. I mentioned this fact to Bill one day and that irrepressible laughed and said "you know why don't you? The Trunk Lady has been for some months a nurse at one of the base hospitals 'somewhere in France'. I think they had dinner together last

Christmas and he probably remembers it."

In view of all this, I was not surprised to learn that Rambler had acquiesced to Bill's proposal. Weather conditions rarely phased him any more than they did Bill and Tyro; and on his later urging me to go along he explained that he thought a physical shaking up such as the proposed trip would give, would tune us all up and that he guessed he, himself, needed a little tuning. As for myself, I must confess to not being particularly enthusiastic in the matter. A cozy fireside and a book with possibly the theatre in the evening, seemed good enough for me, but there was no reason why I could not go and so I consented to be one of the party; as much, I think, to be a good fellow as for any other reason. So we had all met at the appointed time and gone down into the country on the interurban.

On reaching our destination my enthusiasm was not at all augmented by conditions that confronted us. It was bitter cold, and the snow in places was in drifts from knee to waist deep. It is true that for the most part we were able to walk freely over a crust, but to me it seemed for a while to be more or less of a hardship when from time to time the crust gave way and I had to wallow out of deep drifts onto a hard surface again. Snap Shot Bill and Tyro, being experienced in all phases of out-of-doors life, were thoroughly dressed for the occasion. The Rambler was pretty well outfitted against cold and deep wading, due to his good sense in specially preparing for the trip; but I was not dressed as I should have been, although I thought I had made some extra provision in the matter. I am sorry to say, therefore, that at first I was inclined to be a bit pessimistic and that at one time I made some sarcastic remark about the absurdity of leaving a cozy corner for such a trip. At this outburst Tyro, tapping the breast pocket of his coat, cried out good-naturedly "I have something in here that will fix you up if you will only take heed! It's a little preachment, and says 'Be pleasant every morning until ten

o'clock, the rest of the day will take care of itself.'" He was right, for by just about ten o'clock, I think, the exercise of walking and of wallowing had got me into such a glow that I didn't even mind Bill's holding us up from time to time while he took his pictures. As for Bill himself, he was almost crazily enthusiastic. I really believe, with his hustling about looking for good compositions, ordering us around to get us individually and collectively into the pictures and with the operating of his machine, that he was on the verge of a state of perspiration. As for the others, I think they rather enjoyed, as I myself came to eventually, the bracing air and the novelty of their experience. In addition, Bill made it extremely interesting to all of us by pointing out enthusiastically this or that pictorial beauty of features of the landscape, and how he arrived at the making of a pretty or even an impressive picture. We did not understand at first why he would send one of us breaking through the snow for a distance and then holding his victim up and taking his picture; but when he would have the rest of us look into the kodak finder and point out how pretty an effect the broken tracks made in what otherwise would have been a plain surface, we could not only understand but admire his pictorial genius. He even almost made an artist of me, for the time being, by calling attention to the effect the bright sunlight made by casting shadows from trees, ridges and other objects, and giving a beautiful display of light and shade over a glistening surface. He so interested me that I jocosely apologized for being a trifle pessimistic at starting out. At this Bill, with a nod to Tyro, as much as to say "you will understand," said good-naturedly to me "The difference between the optimist and the pessimist is quite droll, the optimist sees the doughnut and the pessimist the hole. That is," he continued, "you being more or less soft in out-of-doors matters didn't realize that you would soon get warmed up by exercise, and that I would be able to so interest you mentally with these pretty pictures that what was the hole to you

would become the doughnut." "Quite a little sermon that," laughed the Rambler. "Never heard you preach before Bill. Cultivate the habit, you are doing well." In short, through Bill's enthusiasm and Tyro's little terse lectures on matters pertaining to objects of nature as shown in their winter habits,—for Tyro and Bill made a good pair for such an outing, they both seeing and being interested in things that the Rambler and I would have never thought of,—taken as a whole several hours passed most enjoyably to all of us. The time came, however, when we began to slow up as we were becoming tired, for the exertion that kept us warm began to tell on our strength. What little lunch we had, had been from sandwiches carried in overcoat pockets and eaten as inclination dictated as we wandered about. So we finally concluded it was time to rest, and insatiate Snap Shot Bill generously agreed to forego further pleasure in his line of picture work and join us in an adjournment to the club house.

This last had, of course, been closed for the season many weeks before, but we found Joe, the keeper, and persuaded him to make a roaring wood fire on the open hearth of the lobby. Notwithstanding our forgetfulness of the cold while we had been out, we found the fire, after stripping off our overcoats, a most genial contribution to our day's pleasure as we sat around it for an hour or more smoking and enjoying ourselves in a genial talk. Among other things of the latter, remembering that Tyro gave a significant tap to his coat pocket as he suggested early in the day that I be pleasant until ten o'clock and intimated that if I did I would be good natured for the rest of the day, I asked him what that gesture had to do with his remark; for I had an idea that there was a connection between the two.

"That reminds me," he said with animation, "of a Christmas present I got this morning from the 'kid'; sent by mail in his own hand writing to the office. It was a little box of blotters on which mottoes were printed. That ten o'clock preachment was one of them, and Bill,

whom I let see them on the way down, got off another when he told you about the doughnut and the hole. Incidentally, I might remark that thus far those blotters are the most cherished of all my Christmas gifts. I like the ingenuity of the seven-year-old little chap, sending his daddy these terse suggestions as to one's mental attitude toward the conduct of life. Let me read you some more of them."

He then took the box from his pocket and began to run through the blotters as though thinking which to read first. But the Rambler stopped him, exclaiming, "wait a minute, hold them until you can work them into the conversation, as was done this morning. Everything helps you know, and it will be like a game to see how well they can be made to fit, none of us knowing when you are likely to spring them." "All right," was the ready response. "How does this fit in your case?" and he read. "'The man who won't work without a hustle motto stuck up before him, won't work with it.' It may be a little far fetched, but how, Rambler, does that apply to your 'Everything helps' motto?" "Not a bit" was the quick response, "I never did have that slogan, printed or written, stuck up on my wall or on my desk. No, you lose on that Tyro," "Well," was the merry response, "in that case here's one that will apply to myself," and he read "'Tain't no use to sit and whine when the fish ain't on your line; bait your hook and keep on tryin'—keep a—goin'." "All right, that's better," was the response. "You can 'keep a—goin' for one more trial with your blotters, and if you do not succeed better, we'll blot you out." "Cheap pun," said Tyro in an aside with a wink at Bill; whereat the Rambler laughed and changed the subject by saying with mock dignity, "But everything does help, you know." "Give us an example," said Bill, anxious to get the Rambler started, for notwithstanding Bill himself being more or less of a chatter box, he was also a good listener, and he always loved to hear the Rambler tell of his experience or dissertate on matters pertaining to passenger traffic.

"Well, for instance," was the thoughtful reply, "it certainly helps to have the passenger and operating departments in harmony. Even with his limited experience, Slim could tell you that as applicable to his special line of endeavor." He then, as if not to make too serious a matter of his thought under the circumstances, broke into lighter vein, saying, "Take for example, the breaking up of a circus at the close of the season. Let us suppose, as often happens in a broad way, that the queen of the equestrians wants the drawing room car in which she is to ride placed up next to the baggage car in order that she may be near her steeds; also that the star performer wants the train stopped periodically so that she can get into the baggage car to see if a trunk has fallen on her pet poodle Snookum. Of course, a co-operation between the passenger man, whose duty it has been to solicit these performers, and the operating officials on the ground is necessary in such cases to make satisfied patrons. To do both branches of the service justice, between them some sort of camouflage is set up that satisfies the artistic temperaments of such patrons, while at the same time the departure and running of the performers' special train is accomplished according to prearranged schedule. That, however," he continued, "is a minor matter compared with an instance I have in mind where, without the co-operation of the operating department with passenger traffic, the latter would have been in a bad predicament, to say nothing of the loss of a profitable bit of business. The facts were these. One of our men solicited an organized movement to one of our towns which was also located on a competing railroad. On succeeding in landing the business he found, on consulting the operating department about some detail features pertaining to his movement, that the superintendent had on hand an unforeseen movement of large proportion, which by reason of the state of affairs at that time was to take precedent over all traffic. In consequence our man was told that the necessary cars for his organized traffic could not be fur-

nished. Of course our passenger man did not want to go to the committee controlling the organized party and throw up his hands after having exerted all his ingenuity in securing the business to a point of the competing railroad; to say nothing of the adverse effect it would have on the future. So he said to Mr. Operating Man 'this is a big railroad and it is wide too. Those cars are something like the pieces on a chess board. Let's not get stalemated.' The operating man said 'By George you are right, but I am afraid it will take a Paul Morphy to figure out the maneuvering to get out those cars you want, but we will try it.' Hence the two of them got together and eventually figured out a plan whereby certain shifts could be made that resulted in their being a sufficient number of cars found to carry out both movements."

"That idea of co-operation is not confined to railroads," remarked Tyro as the Rambler had finished, "But you remind me that I have a little incident that recently came under my observation that I would like your opinion on, as long as you are in the mood of talking passenger traffic. It was this. I took a train carrying a through sleeping car for an eastern city, which car went over two distinct roads between its point of departure and its destination. It was an evening departure, and the train on leaving home also carried a sleeping car to the terminal of the first road, in which car I understand a certain overflow of my car was placed for the night. Hence in the morning a few passengers were transferred from that second car into ours on the former's reaching its destination. We had got well started over the second road before the train conductor came in for tickets, and on taking the latter up he discovered one young man holding a through ticket reading from the point of departure the night before to the destination of the car, my car, in which he was then riding. But the portion of his ticket from where he transferred was routed over a third road and not over that on which we were running. Furthermore the third road connected with our initial road at the morning junction point;

and the initial road also carried a through sleeping car between the same points in connection with the third road, but not on our train. Now it seemed to me that the young man, on reaching the first terminal in the morning should have changed (it would have been done in a Union Station) to this second connecting road; assuming, of course, that he took the train he did on the initial road as a matter of convenience to himself, for it made connection in Union Station with the road over which he should have completed his journey. Otherwise he started out on the wrong train. It appeared, from the conversation that I heard about it, that the first train conductor gave him back his passage ticket, as the sleeping car in which he was in went no further than where he should have changed in the morning. The Pullman conductor and porter had necessarily no knowledge of the nature of his passage ticket, as his sleeping car ticket was only for the intermediate terminal. Hence the whole thing looked to me as though it was a case where the young man should have properly used a little judgement in looking out for himself. He of course, paid his fare over the road on which he was riding at the time, but offered dire threats as to what he would have done to all connected with his travel over the initial road, in which threats a law suit was frequently mentioned. No one seemed to have very much sympathy for him, although the train officials were courteous. At least I had none, especially when he wound up his remarks with the observation that he had travelled all over the country, and that something of the kind was always happening to him. Do you think Rambler, that any of the railroad companies incident to the matter were in any trouble concerning the episode?"

While Tyro had been talking the Rambler had reached over and taken the former's little pile of blotters from his lap and had been glancing through them. In reply to Tyro's direct question, he answered by reading one of the blotters remarking before reading that he reckoned that both the initial railroad com-

pany and the Pullman Company, the ones principally involved in the matter, would be able to quote the following in the case: 'I have had many troubles in my life and most of them never happened.'

"That is either an evasion, Rambler," was Tyro's laughing comment, "or else you have failed in your application of that quotation as badly as you alleged I did in the case of your motto. What," he continued, abruptly changing the subject as he noticed a book lying on the mantle over the fireplace,—“what, I wonder, is keeper Joe reading to beguile his lonesome hours? Ah!,” he exclaimed on taking down the book and glancing at its title, “it is Major Ian Hay Beith's latest, entitled ‘All In It—K1 Carries On.’ He has a good taste, that Joe, I have read the book. No,” he said as the Rambler reached over to take the latter from him, “I am reminded of a little passage in here that made me think of you as I read it, or rather of your profession. Yes, here it is,” he added after running through the pages for a moment or two. “Now listen,” and he read aloud the following, first explaining that the “Buzzer” was the army telephone man:

“There are limits to individual capacity. There are limits to direct control. There are limits to personal magnetism. We fight upon a collective plan nowadays. If we propose to engage in battle, we begin by welding a hundred thousand men into one composite giant. We weld a hundred thousand rifles, a million bombs, a thousand machine guns, and as many pieces of artillery, into one huge weapon of offense, with which we arm our giant. Having done this, we provide him with a brain—a blend of all the experience and wisdom and military genius at our disposal. But still there is one thing lacking—a nervous system. Unless our giant have that,—unless his brain be able to transmit its desires to his mighty limbs,—he has nothing. He is of no account; the enemy can make butcher's meat of him. And that is why I say that the purveyor of this nervous system—our friend the Buzzer—is indispensable. You can always create a body of sorts and a brain of sorts. But un-

less you can produce a nervous system of the highest excellence, you are foredoomed to failure."

"Do you know," he went on, as he finished reading, "that passage when I first read it, reminded me of the railroads and I wondered what you would say would be the 'Buzzer', on applying that military talk to the great railroad industry?" "Traffic", was the Rambler's quick response, at which Tyro looked at him thoughtfully for a moment and then shook his head in acquiescence. Then the Rambler, looking at his watch, asked Bill if he did not think it was time for us to be working our way back to the trolley. Bill not only agreed, but remarked that as we had slightly exceeded our time of rest that we would have to hustle if we wanted to get back to town in good season for that Christmas dinner together that we had agreed upon as a part of the day's doings.

About two hours later, therefore, we were all cozily seated at a corner table especially reserved for us, it having been engaged in advance, in one of the leading cafes. While we had all enjoyed the vigorous, bracing, experience of the day in the open we agreed that its ending in such surroundings was also "pretty good," as Bill expressed it, especially as we had brought ravenous appetites with us. For the first hour therefore, we were fairly busy eating, and the conversation was more or less desultory. But by the time we had reached dessert our tongues had loosened, and we became a quietly happy and jolly group, talking of nothing in particular but of almost everything in general. It was at this time that the Rambler suddenly remembered that after a long interval of silence he had received another letter from the "Boy," who was "somewhere in France," and he dove into his pocket for it; remarking as he opened it up that we would remember that "Boy" had been made a Sergeant some time before, and that he mentioned in this letter that he was about to pass into the grade of Sergeant of the

first class, which fact seemed to be giving him dreams of eventually attaining a commission. He then read the latter aloud to us, and a right good letter it was, although the writer seemed to have doubts as to this last when he said "as far as we are concerned here life goes on about the same and it is for this reason that I have refrained from writing you, for there was nothing new to say. I guess my sense of observation is leaving me, for one would think, and I know you do, that there must be plenty to write about." There was one portion of the letter which particularly interested us all, coming as it did when we, ourselves, were having a little holiday treat in the way of eatables. It was about his Thanksgiving over there "somewhere in France," and was in this happy strain.

"Thanksgiving day here was one which I will never forget. To begin with we had just come up from the office at noon (yes, we work every day here) and they declared a mail day (something pretty scarce in these parts) just before we sat down to the big eats, and after we had eaten all the turkey, tomato boullion, oyster dressing, peas, pumpkin pie, fruit, nuts and coffee we could, in stepped the nine piece orchestra we have (all members of this unit) and we digested our dinner to the tune of the "latest" musical successes of the season. Sherman was wrong; we all agree to that."

"Gee!" said Bill, when that portion of the letter was read, "he was better off than I was. I didn't have turkey on Thanksgiving Day."

Our meal finally came to an end, as did also our post prandial gossip and chat; the latter reaching its climax as we arose to go by Bill's remarking mischievously to the Rambler; "by the way, Miss Ouri is in town, I understand. I wonder you didn't offer to entertain her with a little dinner and the theatre this evening, Rambler."

"I did," was the quick response, "and she told me that you had asked her first but that she had a previous engagement."

Service Notes of Interest

Since the last service notes were published in this magazine we have been in receipt of innumerable circulars and bulletins, advising change of foreign roads in schedules and equipment. So extensive in minor detail were these changes and so rapid have they been coming to hand, owing to war, weather and other conditions, it is impossible to outline them in systematic detail, hence the following are confined to principal changes affecting connections at Illinois Central terminals.

The Michigan Central announces the following: The withdrawal of its Chicago-Boston tourist sleeping car service from their trains Nos. 14 and 13. Its main line train No. 4 for Detroit, leaving Chicago at 12:30 p. m., carries between Chicago and Grand Rapids the parlor car and through coach formerly carried on their train No. 42, the latter having been discontinued Chicago to Kalamazoo. Its train No. 20, the "Canadian," now leaves Chicago at 5:05 p. m. instead of 6:10 p. m., continuing its through sleeping car and coach service to Toronto and Montreal. Their train No. 44 has been discontinued, the parlor car and through coach formerly carried Chicago to Grand Rapids via Kalamazoo and G. R. & I. on that train being transferred to the "Canadian," train No. 20.

C. M. & St. P. train No. 19, the Pacific Limited now leaves Chicago at 10:05 a. m. instead of at 10:45 a. m.

Chesapeake and Ohio trains Nos. 2 and 4 from Cincinnati, and train Nos. 22 and 24 from Louisville, for Washington Richmond and the East make the following earlier departures: From Cincinnati train No. 2 leaves at 11:00 a. m. instead of 12:00 noon, and train No. 4 at 7:30 p. m. instead of 9:05 p. m. From Louisville train No. 22 leaves 7:45 a. m. instead of 9:00 a. m., and train No. 24 at 4:15 p. m. instead of 6:00 p. m.

The through sleeping car between Sioux City and Kansas City formerly

running on Missouri Pacific's trains Nos. 106 and 105, has been withdrawn between Sioux City and Omaha, it now being a local Kansas City-Omaha sleeping car only.

The following changes have taken place on the Big Four Route: The "Royal Palm," train No. 30, between Chicago and Jacksonville, Fla., has been discontinued. The Chicago-Louisville sleeping car formerly carried on Big Four train No. 16 has been discontinued. The Chicago-Cincinnati sleeping car formerly carried on train No. 34 has been transferred to train No. 46, leaving Chicago at 11:55 p. m. The Chicago-Columbus sleeping car formerly carried on the "Royal Palm" has been transferred to train No. 34, leaving Chicago at 9:00 p. m.

The Chicago-Boston tourist car formerly running over the West Shore Railroad in connection with the Wabash from Chicago has been withdrawn.

On the Nickel Plate Road, train No. 2 for the East in connection with the D. L. & W. now leaves Chicago at 8:30 a. m. instead of 10:35 a. m. Through train No. 4, formerly leaving Chicago at 2:30 p. m., has been discontinued.

Trains Nos. 3 and 4 of the St. Louis Southwestern have been discontinued between St. Louis and Illmo, Mo.

A through sleeping car is now being operated daily through without change between Chicago and Santa Barbara, California, on the Overland Limited of the C. & N. W., Union Pacific and Southern Pacific.

The Standard sleeping car that has been operating between Los Angeles and St. Louis on trains 101 and 102 of the Southern Pacific in connection with M. K. & T.-Frisco Lines, has been discontinued. The car, however, continues to be operated between Los Angeles and San Antonio on Sunset Limited Trains 101 and 102.

Frisco Lines trains now leave St. Louis

on the following earlier departures. No 5, the Texas Limited for Houston, Galveston and intermediate points leaves at 8:15 p. m., instead of at 8:30 p. m.; No. 7, the Southwest Limited for points in Oklahoma, leaves at 8:20 p. m., instead of at 8:50 p. m. Frisco Lines train No. 103 formerly leaving Memphis for Birmingham and Atlanta at 9:00 p. m., now leaves at 8:45 p. m.

The United Fruit Company recently issued the following circular: "To all Agents:—It is only reasonable to assume during these most unusual times and particularly on account of so much newspaper talk about the commandeering of steamers by the Government for war purpose that many people are under the impression that there are practically no ships left for commercial service. This, however, is not the case. This Company maintains a regular service between New York, New Orleans, The West Indies and Central American ports. There is considerable passenger traffic moving to ports reached by this Company and its connections. The enclosed proofs cover newspaper advertisements now running in various sections of the country and give an idea of the character of business we are handling. These proofs may also suggest ways in which you can secure a share of this traffic. American manufacturers are sending salesmen into Latin-America to sell goods and products of all descriptions are being exported to various ports of the West Indies, Central and South America. There are no doubt, firms in your city and adjacent to it who are interested in this trade, if so, now is the time for them to exploit their product. May we suggest that concerns who are exporting iron and steel, machinery, tools, dry goods, clothing, drugs, chemicals, automobiles, tires and other accessories, brass and steel beds, furniture, packing house products, offer fertile fields for passengers solicitation. We assure you we are ready to co-operate in every way possible."

Following are extracts from some of the advertisements mentioned in the circular:

"The War has given me my first real

vacation trip in twenty years,' said a business man as he stepped from a Great White Fleet steamer, inbound from Panama. 'I went South to see how many pairs of our shoes they needed—and let me tell you they needed more than I thought they did. But the best part of all was the trip. I wouldn't trade my new set of impressions and my new vitality for all the orders in the world.'

"And what do you think he was most enthusiastic about? Not the Panama Canal, not the charm of Havana, not the emerald beauty of Jamaica, nor the quaint reminders of old Spain.

"It was the sheer enjoyment of being lazy—of sitting out on deck absorbing salt air and sunshine, of dining, lunching, breakfasting any time he wanted, any place he wanted on the ship.

"These are the impressions of one man who crossed the Caribbean, sailed the Atlantic and the Pacific on his *business* trip. How do they appeal to you?"

"The passenger lists of ships of the Great White Fleet show how thoroughly American business realizes its opportunity in the Southern Americas. There are not so many people traveling for *pleasure alone*—they are combining *business* with pleasure."

"Almost every steamer of the Great White Fleet carries representatives of business concerns interested in the export of these products to their new markets—in Cuba, Jamaica, Central America and on the west coast of South America."

The Southern Pacific Bulletin for January reprints President Wilson's Railroad address before Congress, following it with an editorial from which the following is an extract worth reading:

"Viewed in the light of the President's clear and reassuring utterances the railroads are to go right ahead in their efforts to produce a maximum of service. All that has contributed to the efficiency of present transportation methods is to be retained. The Government wants more service rather than less, and all that tends to promote organization and effectiveness will obviously contribute to that end. Whatever obstructions have been

in the path of the railroads in their efforts to serve the nation, and which the railroads themselves were powerless to remove, can be removed by the Government in order that for the period of the war nothing shall hinder the carriers from the purpose they have always had in mind.

"The winning of the war is the target at which every loyal American is aiming. Slowly and surely we are coming to realize that all our energies must be concentrated on this great purpose and the nation welded together in a common object. This is making great changes for the time being in our lives and our customs, but so long as we keep before us the purpose of it all, we can better appreciate and cheerfully respond to whatever demands are made upon us.

"Railway men have keenly felt from the first the heavy responsibility which war imposed. Modern war is carried on not only by military strength but by economic strength as well. It is fought in the shops and households at home as much as in the trenches abroad. Every soldier who has to be moved, every pound of food sent to the front, every bit of material needed for the nation at home and its armies in the field is dependent upon transportation and the army of officials and employes who make transportation effective. The nation that gets the best transportation service is the one most likely to win the war. No one knows this better than the railroad man, and he is called upon now to give whole-heartedly the best service of which he is capable.

"It is highly important that all should realize that the status of railroad employes with relation to the companies in which they are enrolled is not altered, but that they report to the same officers as heretofore and on the same terms of employment."

During the last few months a strange procession has been moving through the Great Lakes to the Sea. It was as if the victims of some ruthless U-boat campaign had risen to the surface. Bows of ships, sterns of ships, sections from the middle minus bow or stern floated weirdly on their way. The Lakes were

making their contribution to the new Atlantic fleet of the United States Shipping Board.

The twenty-five locks of the Welland Canal can admit boats of 3,500 tons with 250 feet length and 44 feet beam. Thirty ships not exceeding these dimensions have already passed out to sea, while sixteen more have been cut in sections and so transported through the canal, to be assembled at Montreal. The larger passenger steamers must remain with the fresh water fleet, since their great width precludes the passage of the locks, even in sections. This process of cutting boats in two costs about as much as new construction, but affects a great saving in time and in materials. The process may be completed in about 100 days, one-third the time required to rebuild a new boat. During the winter months, when lake navigation is closed, the use of this tonnage on the Atlantic is so much clear gain. Before spring, new construction on the Great Lakes will have replaced the loss.

Every conceivable device is being resorted to to increase tonnage. Ships are being built of ferro-concrete as well as of more usual materials. This process, while not new, is in the experimental stage. It has never before been tried on a large scale. If the boats prove durable, as their sponsors insist they will, their success is assured, for they may be built quickly and they cost about one-half as much at present prices as do steel ships. What with concrete, wood and steel, the Shipping Board will add approximately 46,000 tons of new shipping to our fleet in the month of December. That is just about half of the tonnage that the U-boats send to the bottom in one of their off-weeks! That sounds far from encouraging, yet the Board is really making excellent progress. The amount of tonnage launched will increase rapidly each month.—*American Express Travel Bulletin.*

The Erie Railroad Co. has issued from the office of its Assistant General Passenger Agent, Mr. J. D. Brown, a circular on "Telephone Courtesy" which reads as follows:

In all intercourse over the telephone no armor is so becoming, no influence so great, as a courteous and affable manner. The manner in which you use the telephone indicates largely what you are. Patrons naturally judge the service of the business you are connected with, by the service they receive from you over the telephone; that is natural, for you are a direct representative. We have proved to our satisfaction that courtesy is a good investment. Smile over the telephone, the party at the other end of the line will notice it. Discourtesy hurts the person who uses it more than the person towards whom it is directed. You cannot get away from that truth by drawing a herring across the trail. One discourteous action by you over the telephone to a patron or prospective patron does an injury to every man whose name is on the payroll; and a place on the payroll is far better than one in the bread-line. It is not always what a man knows, it is what he does that counts. Knockers do not kill men—they kill business. They are the persons who sift sand into the gear boxes of progress. Many a man has dug his own grave with his tongue. Wounds inflicted by a knife heal more quickly than those inflicted by a sharp tongue. Kind words are just as cheap as unkind words. He who sows courtesy reaps friendship. Courtesy is that sweet flower of life, whose fragrance makes glad the garden of the heart. Chickens come home to roost—so do harsh words. A person properly balanced is willing to receive advice if it adds to his useful knowledge.

Los Angeles, the metropolis of Southern California, famous for its mild, agreeable and salubrious climate, its scenic surroundings, including orange and olive groves, vineyards, foothills and mountains and consequently a popular Mecca for health and pleasure, has the distinction of having annexed a tract of the Pacific Ocean in constructing a harbor and developing a growing seaport.

Eight hundred forty-six acres of tide-lands have been reclaimed and the simi-

lar acquirement of nearly 600 more acres is in prospect.

The city has devoted \$10,000,000 to harbor development of which \$6,000,000 has already been expended in permanent improvements. The U. S. Government has also spent \$10,000,000 in construction work and development of Los Angeles Harbor.

Thirty-five thousand two hundred eighty-three feet of wharves, nearly 7 miles, are now available, of which the city owns nearly one-half, and it also owns 7 transit sheds.

A warehouse 480x152 feet of reinforced concrete on Municipal Dock No. 1, with 6 stories and basement, containing 11 acres of floor space, is one of the larger harbor improvements under way. Another is a fish harbor to comprise a wharf 1630x302 feet, a rock jetty filled area of 65 acres and an anchorage of 40 acres. Still another is a wharf 923x150 ft. with a transit shed 500x100 ft.

Shipbuilding at the harbor has recently been developed on an extensive scale and considerable construction for the Government is being done. The pressing need of shipping has drawn the attention of Los Angeles capital to this form of production, and the project of a Municipal line is being considered.

The principal traffic of the port that is rapidly developing, is the exportation of oil and the importation of lumber, of which latter the port is said to be the largest importer in the world. The tonnage of Los Angeles harbor has increased 18 per cent over the preceding twelve months, is climbing steadily despite disturbed shipping conditions and prospects are considered bright for development of the port into one of the great shipping centers of the world.—*North Western Monthly Bulletin.*

A relic of early days in the history of the Illinois Central has recently come to hand in form of a letter written in 1866 by the then General Passenger Agent, which letter evidently in time cut some figure in court proceedings, as on its back are memorandum notes to that effect. The letter was written on what was

evidently the official letterhead of the Passenger Department those days, which letter head was printed in purple ink and was very ornate in design, including in the latter a cut of what was then called the great "Central Union Depot"—our old through station "at the foot of Lake Street." The letter also suggested an echo of our great Civil War in that it had affixed and properly cancelled a five cent revenue stamp of the period bearing the legion "foreign exchange," the latter evidently in error as to label. The letter as follows:

ILLINOIS CENTRAL RAILROAD CO.,
GENERAL PASSENGER DEPARTMENT.

Chicago, August 28th, 1866.

G. Demars, M. D.,
Kankakee, Ill.

Dear Sir:—

Yours of the 24th to Mr. Hughitt General Superintendent, has been handed me for reply. We will charter you 6 cars to Chicago and return for \$56.00 per car. You can have them at any time by giving our Agent at your city 3 days' notice and requesting him to advise me. The Conductor of the train will collect for the service either in coming to or returning from Chicago..

Yours truly,
(signed) W. P. Johnson,
General Passenger Agent.

The following minor changes in sleeping car service have recently taken place on the Illinois Central:

The "Dixie Flyer," St. Louis and Jacksonville sleeping car, and the St. Louis and Nashville chair car and coach, formerly operated on trains Nos. 203 and 204, have been discontinued; the trains on which this equipment was carried being continued between St. Louis and Fulton only. That is, trains Nos. 33 and 34 between Fulton and Martin have been discontinued, but Nos. 203 and 204 are continued between St. Louis and Fulton, continuing to carry the Paducah sleeping car to and from Cairo, and chair car and coach between St. Louis and Fulton.

Sleeping car formerly operated between Chicago and San Antonio, Tex.,

on trains 3 and 4, has been discontinued.

Sleeping car formerly operated between Chicago and Gulfport, Miss., on trains Nos. 1 and 2, has been discontinued.

Sleeping car formerly operated between Cincinnati and New Orleans on trains Nos. 101 and 102, in connection with the B. & O. to and from Louisville, is now operated between Louisville and New Orleans only. Baltimore & Ohio train No. 46 now leaves Louisville for Cincinnati at 4:00 p. m. instead of at 5:45 p. m., thus breaking connection formerly maintained with I. C. train No. 102 at Louisville.

Sleeping car is now operated between Memphis and Jackson, Miss., on trains Nos. 1 and 2.

Sleeping car formerly operated between Chicago and Centralia on No. 5, is now being operated between Chicago and Mattoon only.

Sergeant H. B. Stratton, of the General Office Passenger Department, writing to a friend from Base Hospital No. 12, "somewhere in France" has this to say as illustrating the spirit in which our boys at the front take their rare holidays and special events:

"Expect to go on a seven day furlough tomorrow night and Paris is our destination. Can you imagine me walking up the Rue de Pue with plenty of francs after living in this place without a name for seven or eight months. Picture a nice room in a hotel with every modern convenience, and subways and street cars and theaters and plenty of pretty girls. I can't; it is beyond my imagination.

We had a wonderful time here New Year's culminating in a big New Year's Eve dance to which all, officers, nurses and enlisted men, were invited. The dance was held in the Men's Mess Hall and a light luncheon consisting of French pastry, chocolate and sandwiches was served in the Sergeant's Mess at midnight. There was also card playing in the latter mess for those who didn't care to trip the light fantastic."

Since the last announcement on the subject in these Service Notes, the

following additional Passenger Traffic Department men have entered the service of the government for the war:

W. P. Bernbach of the General Office, Chicago, has enlisted in the Quarter Masters' Enlisted Reserve Corps and is now at Camp Joseph E. Johnston, Jacksonville, Fla.

E. D. Piper, of the General Office, Chicago, has enlisted and is now in the Quartermasters' Office at Jefferson Barracks, St. Louis, Missouri.

C. Evans, of the General Office, Chicago, has enlisted and is now in the Quarter Masters' Office at Columbus Barracks, Columbus, Ohio.

H. C. Cantwell, former Traveling Passenger Agent at Jacksonville, Florida, has enlisted in the Signal Corps, and is now at the Second Regiment Armory, Chicago.

H. B. Hatch, former Traveling Passenger and Freight Agent at Fresno, California, has enlisted in Third Company Recruits and is now at Ft. McDowell, Angel Island, California.

A long editorial entitled "Not Business as Usual," but "Business as Unusual" in a recent issue of the *Philadelphia Public Ledger*, had the following semi-humorous ending:

"We may have had a choice whether we should go to war or not; but, having entered the conflict, there is but one gateway out, and that is marked by the Winged Victory! Our soldiers are determined and confident enough. They have no other thought but to stay in Europe dead or come back in triumph. They propose to spend their all. They fling down ungrudgingly the golden years they might have hoarded—we count our silver dollars. What we need at home is the confident courage of the men under fire. This was well illustrated by the ingenuous remark of a Canadian lad, home on furlough, who longed to get back to the front, 'where it is more cheerful.' "

The special attention of agents and others is called to three circulars recently issued by the Passenger Traffic Depart-

ment in regard to the discontinuance of delivery of tickets by messenger service, the discontinuance of making sleeping car reservations by telegraph or telephone, and the discontinuance of prepaid orders respectively. Details of the circulars, particularly those outlining methods of procedure in connection with these orders, should be carefully read until thoroughly understood.

Were every one of the one hundred and thirty-seven railroads served by the Pullman Company to attempt to furnish the same service for itself, the burden of expense would be found insupportable.

Each road would have a heavy investment in extra cars which would be idle perhaps eleven months in the year; and it would be forced at certain times to man these cars with green crews—to the great discomfort, inconvenience, and anxiety of the public.

The Pullman Company mobilizes its seventy-four hundred cars—each as perfectly appointed in its way as a modern hotel—with the keenest strategy. It knows at every hour of the day the location of each one of them; it notes the least threat of congestion here, or shortage there, and is on the alert to supply maximum service wherever needed.

Pullman service meets a national problem; it gives to our passenger traffic facilities a stability and a mobility otherwise almost impossible.—*Advertising Series, Pullman Company.*

I skipped out to the game one sunny
P. M.

And we beat out the Phillies for fair;
I didn't report at the office at all
But the Boss didn't seem to care.

The Boss sent me over to Gotham on
biz;

I got tanned by the White Light's
glare,

I was a day behind schedule getting back
to my desk,

But the Boss didn't seem to care.

I sneaked a day off and went fishing with
Jim,

We played poker all night with Sinclair,
 I fell asleep at my desk the day I got
 back,
 But the boss didn't seem to care.
 I over-pounded my ear Monday morn-
 ing,
 But braced in with a nonchalant air;
 He glanced at the clock as I hung up my
 coat,
 But the Boss didn't seem to care.
 I struck for a raise, from the old man
 today,—
 I didn't know he could be such a
 bear,—
 And not getting it, quit; took my coat and
 walked out,
 But the Boss didn't seem to care.
 —Exchange.

Life is like a crooked railroad,
 And the engineer is brave
 Who can make a trip successful
 From the cradle to the grave.

There are stations all along it.
 Where at almost any breath
 You'd be flagged to stop your engine
 By passengers of death.

You may run the grades of trouble
 Many days and years with ease.
 But time may have you side-tracked
 By the switchman of disease.

You may cross the bridge of manhood
 Run a tunnel long of strife,
 Having God for your conductor
 On the lightning train of life.

Always mindful of instructions,
 Watchful duty never lack,
 Keep your hand upon the throttle
 And your eye upon the track.

—By Jackie Brown.
 —Selected

A political office in a small United States town was vacant. The office paid \$250 a year and there was keen competition for it. The Democratic candidate, Ezekiel Blinks, was a shrewd old fellow, and a substantial campaign fund was got together for him. To the astonishment of all, however, he was defeated.

"I can't account for it," said one of the Democratic leaders, gloomily; "With

that money we should have won. How did you lay it out, Ezekiel?"

"Well," said Ezekiel, slowly, scratching his head, "yer see, that office only pays \$250 a year salary, an' I didn't see no sense in payin' \$900 out to get the office, so I jest bought me a little farm instead."—*Pittsburgh Chronicle-Telegraph*.

It was during the nerve-racking period of waiting for the signal to attack that a seasoned old sergeant noticed a young soldier fresh from home visibly affected by the nearness of the coming fight. His face was pale, his teeth chattering, and his knees tried to touch each other. It was sheer nervousness, but the sergeant thought it was sheer funk.

"Tompkins," he whispered, "is it trembling you are for your dirty skin?"

"No, no, sergeant," said he, making a brave attempt to still his limbs. "I'm trembling for the Germans; they don't know I'm here."—*Tit-Bits*.

Most deaf and blind people are not nearly so sensitive about their affliction as we think they are. The "Deaf Times" for instance, tells this story:

The Railway Chairman was explaining his reorganization of the staff and came to Spriggs. The chief shareholder gasped "Spriggs, what on earth can he do? Why he is so deaf that he can't hear thunder. What post have you given him?"

"I think you will agree," returned the Chairman, stiffly, "that the Directors understand their business thoroughly. Mr. Spriggs will attend each day and hear all complaints from passengers."—*New York Globe*.

A country clergyman, who was nailing up a refractory creeper, observed a young lad watching him for a long time with obvious interest.

Well, my young friend, he said smilingly, are you trying to get a hint or two on gardening?

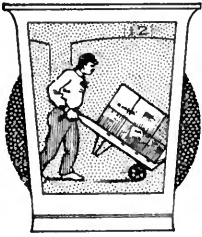
Noa! said the youth.

Are you surprised to see me working like this?

Noa! I do be waiting to see what a parson do say when he hammers his thumb.—*Pearsons*.

FREIGHT TRAFFIC

DEPARTMENT



Just a Word About Conservation

By Harold G. Powell. Division Freight Agent

WE are now engaged in a war with the Central Powers of Europe, and before it is over our right to exist as a nation may be in question.

Our boys are "over there." Bill, John, Red, Reginald are "somewhere in France." These names are used in the abstract, but you know the boys. They have gone from every division. Peaceful Bill was one of the first to go. There were some things that even he could not stand for, so he has gone to fight for peace. We knew John would go as soon as war was declared. He was ready to fight for the country that protected him and his. Red at times was cantankerous and quick tempered. He has red blood in his veins and a red thatch on his head. When the "Baby Killers" meet up with Red, Hades will get busy. You were surprised when Reginald enlisted, but when he meets up with the ravishers of women, the men of "Kultur," he is going to demonstrate that "Reggie" is a good American name; man's size.

Our boys must be fed, clothed and supplied with guns and munitions. We are told of the shortage in food supplies. There is enough paid out annually by the railroads of the United States for loss and damage claims to pay for the supplies of a large army, to say nothing of the loss of food alone through this source; a loss, because of which, some-

one must suffer. Each should appoint himself a committee of one to prevent the loss or damage of a shipment in transit. The loss of food supplies through rough handling on the railroads is large. That loss today means not only a depletion of the funds of the railroads, but it means that because of the food shortage of the World, someone must go hungry. It means a waste of transportation which is needed to carry supplies to our boys "Over There;" a waste of transportation which may decide the war. It means a loss of lives. Waste is a crime.

If Bill, John, Red and Reggie are fighting the Hun for us, it is up to us to see that there is no waste of the commodities they need. We know that "Our Boys" are not going to sell us out to the Hun, and in return, we, the One Million, Seven Hundred and Fifty Thousand Railroad employees of the United States must do our part. We are also fighting the Hun.

The railroads today are on trial before the nation. The demagogue and railroad baiter are abroad, claiming that after sixty years of training we do not know our business. Are they correct?

The General can plan the battle, but the troops must fight it. Come on boys for the "Big Drive," "Over the top." This is no time for I. W. W., or Hun sympathizers.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Whooping Cough

Its Dangers and Its Prevention

WHOOPING cough is a specific contagious disease which is usually contracted by children the first two years of life. As an infectious disease of importance, it may be classed with diphtheria and scarlet fever. It does not prove fatal directly by means of a specific poison as do diphtheria and scarlet fever, but on account of its prolonged course and numerous complications the disease is to be feared as a life destroyer. It is characterized by a convulsive cough and a long drawn inspiration during which the "whooping" is produced. One attack usually confers immunity.

Evidently whooping cough was not distinguished as a separate disease until the latter part of the sixteenth century, for none of the earlier writers mention it. Even after this, descriptions of it were infrequent until the middle of the seventeenth century, when several quite severe epidemics were reported from Holland, Sweden and Germany. Large epidemics continued to be reported until recent years when the disease appears to have become milder and more endemic in character. It was not until 1916 that whooping cough was classed among the diseases which are due to a specific organism. In that year two Belgian physicians made a minute study of three cases of whooping cough and discovered an organism that gave evidence of being the cause of the disease. Others have confirmed or corroborated this work and added more evidence so that now we are

inclined to accept the bacillus pertussis as the cause of the condition known as Whooping Cough.

Its Dangers

When whooping cough breaks out in a school or an institution, it is almost certain to become epidemic. This is because of the infectious nature of the disease during the earlier catarrhal stage which lasts from one to two weeks. During this time the only symptom is a cough and sometimes a slight degree of bronchitis such as is met with in cases of common colds. Whooping cough is a disease of childhood but sometimes attacks adults. Where an old person is affected with the disease it is likely to prove serious. During the past five years there were more deaths from whooping cough in New York state than from the much dreaded scarlet fever. In the year of 1916 whooping cough caused as many deaths as typhoid fever.

Its Prevention

Early diagnosis is the most important item in the prevention of any disease. Until we have methods of diagnosing early typical cases and determining and detecting the number of carriers, the prevention of whooping cough will be difficult, if not impossible. Naturally, the more widely our knowledge in regard to the methods of preventing common colds is spread, the fewer will be the cases of whooping cough.

It is important to avoid possible infection and that care be taken not to approach too near one who has a cough and those who cannot control their cough should avoid infecting others by remaining at a distance of at least five feet from other people. Of course, this means that they should not appear in public gatherings or conveyances, such as moving picture shows, theatres or street cars unless they are old enough to take proper precautions when coughing. The older children should be taught to place a cloth or handkerchief in front of the mouth when coughing, which cloth should be deposited in a paper bag until both cloth and bag can be burned or otherwise disinfected. The hands should be thoroughly washed as often as possible. All cases of suspicious coughs in school children, should result in their being kept from school and all cases developing a whoop should be isolated for at least three weeks.

The question of the value of pertussis vaccine as a preventive has been studied by many investigators. The statistics show that a large number of cases with many controls show that more than sixty per cent of the vaccinated seem to have immunity, while about thirty per cent of the unvaccinated exposed to it do not acquire whooping cough. We know however, so little as yet about the extent

of abortive attacks that these figures may not mean as much as they seem to and we are still far from the clear-cut results given by vaccination with smallpox vaccine or with typhoid vaccine for the two last mentioned diseases. If vaccine is given it should be given early. After the third week the disease is not influenced in the least by the use of vaccine.

In considering the management of treatment of whooping cough it must be remembered that the disease is self-limited and the proper thing is to make it as easy as possible for the patient to bear. While the attacks may be shortened and the number and severity of the paroxysms lessened, the disease itself cannot be cut short. The duration of the attacks ranges from three to twenty weeks but six to eight weeks is the usual duration. If vomiting can be controlled in an attack of whooping cough and if the patient can obtain sleep much has been accomplished. After the severity of the attacks of whooping cough has passed and the convalescence has begun the child should be watched with the greatest of care. It is at this period that broncho pneumonias are most apt to develop. The cough sometimes exists for months and the child remains weak and delicate. A change of air should be tried and such patients should be fed with care and given tonics and cod-liver oil.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

New Orleans, Nov. 10th, 1916.

Dr. Wm. W. Leake,
Asst. Chief Surgeon,
Illinois Central Hospital,
New Orleans, La.

Dear Doctor:—

I wish to express my thanks for the treatment received while a patient in the Illinois Central Hospital at New Orleans. My condition when I entered the hospital was serious and I was in need of careful attention and skillful treatment. From the time that I was admitted to

the hospital I received the most thoughtful care and attention both from Surgeons and nurses, and I have returned to my former position as Section Foreman in better health than I have had for a long time.

I wish to thank you and your faithful Doctors and nurses for attention given me while under your care. I am,

Respectfully yours,

(Signed)

J. R. Sherling,
Section Foreman,
New Orleans Terminal.



TRANSPORTATION DEPARTMENT



What We Have Before Us

By W. A. Golze, Train Master. Springfield Division

Organization is the keynote of the universe and is more responsible for all progress made than that of any other factor entering into human affairs, tying together efficiently as it does a thousand individualities in a common purpose. Ours, the I. C. and Y. & M. V., is a wonderful organization and in it, as well as in all other lines of industry, the tendency is toward efficiency, the underlying principles of which are as old as creation.

Efficiency is enlightened progress and we are progressing but possibly too slowly, especially in our ability to look into the future and measure up correctly the results of our past and present methods and efforts, and after nearly 66 years we are confronted with the question as to what is the great essential or what has the organization before it.

I was impressed with Mr. Mark Fenton's article on agriculture in our June Magazine, 1916, when he states "Agriculture is universally recognized as the first industry of the United States, and is the foundation of the commercialism of the country. To maintain a profitable system of agriculture is the most vital problem before our 100,000,000 of population.

Then I turn to an article from the Department of Agriculture of the University of Illinois same month and year and find for nearly fifty years our agricultural experiment stations have been carefully investigating agricultural problems and their conclusions in regard to the future growth of farm advisory

work is summed up in the following statement:

"It is a business proposition which demands results in tangible form, in an industry constantly increasing in complexity and in which competition is steadily becoming keener. In all this movement aiming at the betterment of farm life, the local people working individually and through their organizations must play an important role. The University of Illinois, the United States Department of Agriculture, and the County Advisors, all may render valuable service in directing the work. But the largest measure of success must depend after all upon local initiative, local responsibility and intelligent co-operation on the part of the local people." Thus we find the Agricultural World has moved slowly and they, too, after fifty years are confronted with the same question "What has the organization before it?"

I also note that, after years of experience "The Illinois Manufacturers' Association," organized in 1893, and a pioneer in successful agitation for and advocacy of many reforms and improvements throughout the state and nation, acknowledge through its secretary in his remarks at Boston same month and year, June, 1916, that its last undertaking is, "A movement to impress upon manufacturers the importance of knowing the cost of their goods and the proper keeping of their books." Thus we find the world's manufacturers moving slowly, having consumed twenty-five years

in getting right down to the meat in the coconut and the question "What has the Association before it?"

Again, strange is it not, on February 2, 1917, "The Trustees of the World's Salesmanship Congress," composed of sales representatives of great trade and industrial enterprises throughout the world, were the guests of the above Illinois Manufacturers' Association at a banquet in the Congress Hotel, Chicago, forty clubs, all flourishing, representing a million and a quarter salesmen of the United States confronted with the same question, to which Mr. Edward Hines replied as follows: "Our aim is betterment of business conditions by utilizing the aggregate intelligence of these salesmen for the benefit of all."

Thus I would have you more fully realize that the agricultural, the manufacturing, the transportation and other industries, each have the same question before them and the answer is necessarily alike. Why? Because the largest measure for the success and future progress of each depends upon the intelligent co-operation of the local farming people, the local manufacturers, the local salesmen and our own local transfalls most heavily on our railroads, because the welfare of all industries requires that the country's transportation facilities be maintained in constantly efficient condition and at the same time we are driven from pillar to post with more ups and downs than a submarine in enemy waters, by those whom we must protect and benefit and we are harassed by the average jury of twelve and looking across the continent on our midnight flyers to the scene of some accident like Imps of Darkness to grab off a few thousand dollars for the benefit of their own and apparently organized interests, all of which and a thousand joblets of unreasonable Federal regulations and thousands of restrictions by states and municipalities seem to be sanctioned by a fleet of ambulance barristers, scurried upon as a joke by the balance of mankind, for as a general proposition our citizens have never been taught to look upon railroads as he does other lines of

industry, hence his view and judgment of our business are biased and right there we find ourselves in a condition of uncertainty at a time when every phase of human life is being put to the test and I am afraid few realize some day the Federal government will be obliged to stand behind us, not only in time of war but in peace, for the benefit of both the railroads and the whole people.

Truly American transportation during the last few years has lost its momentum, yesterday's youth, having been denied possibly through lack of foresight the information that should be imparted to students in the public schools regarding the railroads of the United States and their importance to the people.

While it is a basic theory of Democratic government that the citizens cooperate for the good of the community, I believe you will find our schools in the work of transforming children into citizens have with few exceptions made use of quite every bit of machinery that enters into human affairs, have dwelt in detail on the Fire and Police Departments, street sprinklers and cleaners, and garbage can, mail man, water system, street lighting, parks, river and harbor work, reclamation, postal, forest, lighthouse and life-saving services and the department of agriculture, but have said little or nothing about railroad transportation and when we meet these "grown ups" the fight is on, in other words, the curse or great drawback of our railroads today is the interference of citizens and lawmakers without knowledge or experience in the greatest industry of the world.

We also have some little inward troubles of our own, which is nothing more or less than a certain lack of interest in anything that may have to do with an exchange of working experiences, especially among the older men, who would have us believe the coming generation should find out as best they can, notwithstanding the fact that they realize it is the new man, the young man without experience that is the bull in the China Shop.

A few years ago a noted doctor made the statement that men 40 years of age should be chloroformed, he did not mean it in the sense as generally interpreted, any more than the editor who put in print the following notice, "We are not only willing but are also anxious to publish the obituaries of your friends." We hear it remarked that the old man cannot expect to be in favor when the prevalence of the chloroform habit has permeated business from top to bottom, this may account for the indifference in giving experienced information in some lines of work but so far as the Illinois Central employes are concerned they have but to glance at the provisions made in the hospital and pension departments, fully exemplified by the many faithful employes on every division, enjoying the benefit of both, to be firmly convinced that our management realizes the fact that while the young fellow speeds up the older man gives weight to the importance of doing everything well and both are held in high esteem.

There must be a closer gathering of the clans and each employe must take on renewed faith and energy and look at the question before the organization in a new light.

Individual activity is the vital thing, take an agent for instance, his failure is just as significant as his success and must be analyzed right now to determine the reason therefor and necessary information and instructions given to im-

prove matters, rule books, cards, instructions covering freight, baggage, express, tickets and mail should be dug out of musty corners and placed handy for quick reference at all stations and in particular at station harboring students, young men who are to be our future agents, that they may have easy access to such information as pertains to their newly chosen line of work and the same thing holds good throughout the long list of employes.

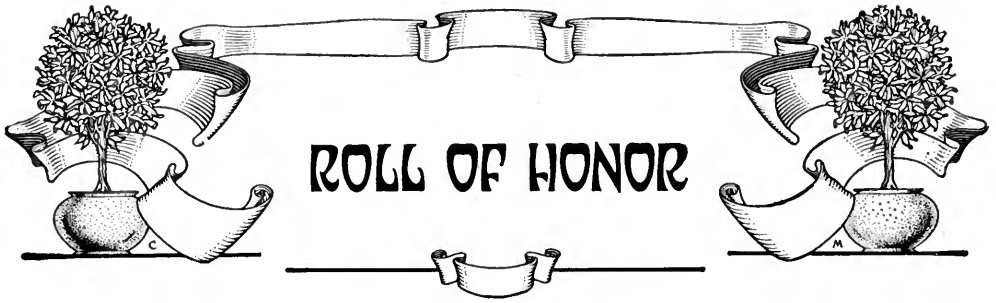
It is not my intention to quote at length the many failures of our employes, but desire simply to express the thought that the responsibility for most if not all such failures falls on the methods of the men higher up.

Every officer must look about frequently, and take note of the results produced, the real thing, the great essential is to see that the spirit of harmony is instilled into the entire force, make every step count towards better relations with the men and right at this time produce real economy and up to the minute operating conditions and I believe with a little assistance from some of the real fellows out of the ranks in organizing what we might term intelligence or information committees on each division, the old Illinois Central and Y. & M. V. will awaken to a consciousness of unity developed to a point unknown before and we will in spirit and truth make use of that greatest power "The aggregate intelligence for the benefit of all."

Appointments and Promotions

Effective February 1, 1918, Mr. John W. Cousins is appointed Terminal Superintendent, with headquarters at New Orleans, vice Mr. John L. Beven, account leave of absence in Government service.

Effective February 1, 1918, Mr. Richard B. Cooper, is appointed Train Master, New Orleans Division, with headquarters at Wilson, La., vice Mr. Matthew G. Kennedy, transferred.



Name	Occupation	Where Employed	Service	Date of Retirement
Fred Mumblow	Carpenter	Chicago,	18¾	12-31-17
Wm. H. Washington	Engineman	Jackson, Miss.	19	12-31-17
James L. Durrett	Asst. Gen. Frt. Agt.	Louisville, Ky.	28¼	1-31-18
Louis Covington (Col.)	Sand Dryer (Y&MV)	Vicksburg, Miss.	26¼	9-30-17
Con F. Boyle	Section Foreman	Barnum, Ia.	16½	11- 1-17
William Cross	Lumber Foreman	Burnside,	18	2-1,-18

ANOTHER PIONEER PASSED AWAY

ON October 9th, John J. Carney, one of the pioneers, passed away. He began the service as an office boy in 1868 and had 49 years of service at the time of his death. The local office had a force of 22 men at the time he began in the service. At the present day it has something like 320 men. For the past 15 years he had rated all the south billing. He was one of the most popular men in the office, always ready and willing, also very prompt to appear at work. He was very devoted to his family and his office and seemed to love them both.

In 1886 he married Miss Marie Lynch, at the Holy Name Cathedral.

He had been ailing for the past eight months. He is survived by his family of wife and four children, Frank, Joseph, Lillian and Harold. He died October 9th and was buried October 12th. He lived in the district of Hyde Park for 26 years.

The office sent a representation consisting of the agent, Mr. R. O. Wells; Mr. J. P. Hart, cashier; Mr. P. Caffrey, chief clerk infreight; Mr. Reasonor, accounting department; Mr. Con O'Neil, claim department; V. G. Soper, out-



J. J. CARNEY.

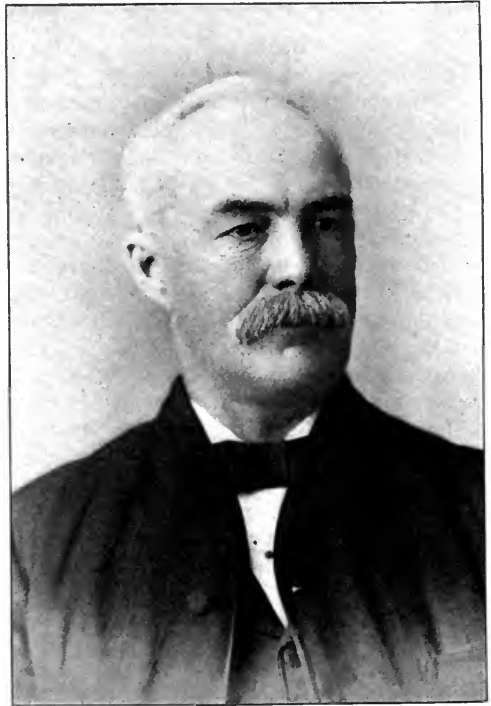


M. B. WILLARD.

freight department. Acting pallbearers were four lodge members and Mr. D. D. Lee and Mr. V. G. Soper. Honorary pallbearers were Messrs. R. O. Wells, J. P. Hart, P. Coffrey, Mr. Reasonor, Con O'Neil. The department also sent a large floral wreath.

M. B. WILLARD.

MR. WILLARD was born in Princeton, Indiana, July 6, 1854 and in 1856 moved to Salem, Illinois, where he was educated in the public schools and entered the service of the Illinois Central Railroad Company at Centralia as locomotive fireman November 12, 1876, under Master Mechanic David Oxley. He worked in that capacity for a period of four years, at which time he was promoted to engineer and worked in switch and freight service until 1893, when he entered passenger service and continued in this service until June, 1917, when he was retired, after a little more than 40 years' continuous service with the Illinois Central Railroad Company.



SAMUEL P. MUNSON.

SAMUEL P. MUNSON

WITH the retirement on the Pension Roll of Mr. Samuel P. Munson at the end of November, the Indiana Division offices at Mattoon lost one of its most familiar, highly-respected figures.

Though a native of the State of New York, Mr. Munson has spent the most of his life in Illinois, removing to Pekin in 1867, when he was twenty years of age. Since 1876 Mr. Munson has been in the service of the Illinois Central or its acquired lines. In 1880 he was made Foreman of Bridges and Buildings between Pekin and Evansville. This position he held until 1908, when he was transferred to Mattoon as Clerk to the Supervisor of Bridges and Buildings; which position he occupied at the time of his retirement.

Mr. Munson's diligent attention to his work, his devotion to the interests of the Company and his unfailing courtesy won for him the regard and esteem of his associates. He goes on the Honor Roll of the Company he has served so long with the hearty good wishes of all who know him.

OFFICE OF VICE PRESIDENT

Chicago, February 6, 1918.

To All Concerned:—

Uniformity of practice and more civil and polite dealing with our patrons is earnestly desired, which when accomplished will result in patrons being better pleased, and employes qualifying for greater responsibilities.

Mr. R. J. Carmichael, formerly Division Passenger Agent, Chicago, has been selected for the position of Instructor of Passenger Train and Station Employes, effective February 16, 1918, with headquarters Illinois Central Station, 63rd Street, Chicago. Instructions from this new department will be applicable to the following:

Station Agents,
 Station Baggage-men,
 Station Ticket Sellers,
 Station Gatemen,
 Station Clerks,
 Dining Car Conductors,
 Telegraph Operators,
 Passenger Conductors,
 Passenger Flagmen,
 Passenger Collectors,
 Passenger Trainmen,
 Other Dining Car Employes.

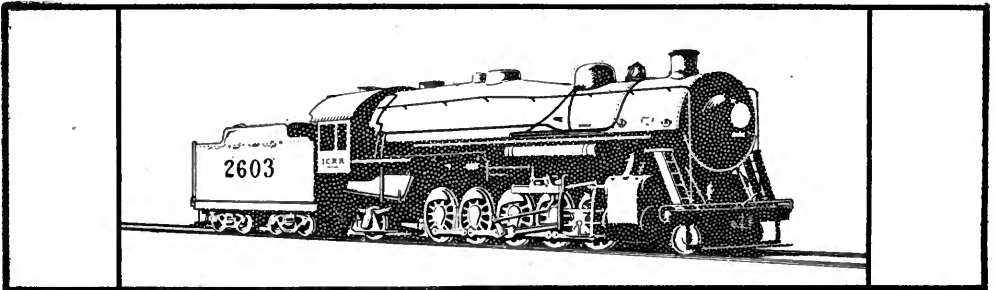
Employes enumerated above will be called in from time to time, and to discuss informally with the Instructor methods to be pursued, to attain the desired end.



ROBERT J. CARMICHAEL.

It should be borne in mind that the policy of the Management is to accord employes opportunity for self-improvement, that they may excell in the performance of their duties thereby bring about more harmonious relations with the public.

T. J. Foley,
 Vice President.



Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

During December the following gatekeepers lifted commutation tickets account having expired or being in improper hands:

Freda Gross
Zillah Mills

Conductor D. S. Wiegel on train No. 21 December 1 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Wisconsin Division

Conductor L. Bowley on train No. 215 December 10 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Tennessee Division

Conductor S. E. Matthews on train No. 10 December 28 declined to honor trip pass account not being countersigned and collected cash fare.

Mississippi Division

Conductor W. D. Howze on train No. 131 December 20 lifted employe's trip pass account being presented for transportation of passenger not entitled to transportation thereon and collected cash fare.

Conductor J. Sifton on train No. 123 December 30 declined to honor card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Louisiana Division

Conductor R. E. McInturff on train No. 35 December 1, No. 23 December 2, and No. 23 December 4 declined to honor card tickets account having expired and collected cash fares.

On train No. 24 December 8 he declined to honor mileage book account being in improper hands and collected cash fare.

On train No. 24 December 12 he lifted identification slip presented for passage account passengers not being provided with pass. Passengers refused to pay fare and were required to leave the train.

Conductor L. E. Barnes on train No. 34 December 8 lifted employe's term pass ac-

count having expired. Passenger presented other transportation to cover trip.

On train No. 1 December 9 he lifted mileage book account being in improper hands and collected cash fare.

On train No. 34 December 20 he lifted trip pass account being in improper hands and collected cash fare.

On train No. 34 December 20 he lifted employe's term pass account identification slip having been altered and collected cash fare.

On train No. 1 December 25 he lifted identification slip presented for passage account passenger not being provided with pass and collected cash fare.

On train No. 34 December 28 he lifted employe's term pass account passenger not being provided with identification slip and collected cash fare.

Conductor G. O. Lord on train No. 34 December 31 lifted employe's term pass account identification slip Form 1572 having been altered and collected cash fare.

Memphis Division

Conductor C. R. Young on train No. 14 December 25 lifted going portion of employe's trip pass account returning portion being missing and collected cash fare.

New Orleans Division

Conductor S. K. White on train No. 12 December 18 lifted trip pass account being in improper hands and collected cash fare.

On train No. 22 December 21 he declined to honor mileage book account having expired and collected cash fare.

Illinois Division

Conductor J. J. Monahan has been commended for discovering and reporting I. C. 95307 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor Wm. Watson has been commended for discovering and reporting two cars with no light weight stencilled on same. Arrangements were made to have cars stencilled.

Conductor Purdy has been commended for detecting and reporting overloaded condition of T. B. V. 1780.

Switchman C. S. Taylor has been commended for flagging No. 75 when large timbers fell from extra 1576, passing north end of Kankakee yard, December 9.

Conductor T. F. Deady has been commended for discovering and reporting Soo Line car improperly stencilled. Arrangements were made to have correction made.

Signal Maintainer G. Keller has been commended for discovering and reporting

hot box blazing on baggage car N. Y. C. 1138, Train No. 10, Dec. 26, 1917.

Conductor A. E. Burke has been commended for discovering and reporting I. C. 100069 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Engineer W. E. Milligan has been commended for assisting in extinguishing fire at Gibson City, December 5, 1917.

Conductor C. E. Schoenberg has been commended for discovering and reporting two I. C. cars, moving as empty, loaded, December 19, 1917, in extra 1662 south.

Conductor G. Lindsay has been commended for discovering and reporting I. C. 90671 without light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor C. E. Henry, train 76, December 13, 1917, has been commended for discovering and reporting brake beam dragging on L. S. M. S. 86309. Train was stopped and brake beam removed, thereby preventing possible accident.

Conductor J. H. Lively has been commended for discovering and reporting I. C. 92903 with broken truck. Arrangements were made to have repairs made, thereby preventing possible accident.

M. J. Knight, employed in the water department, has been commended for discovering and reporting I. C. 92027 with brake beam down and dragging. Train was stopped and crew removed brake beam, thereby preventing possible accident.

Conductor Charles Squires has been commended for discovering and reporting I. C. 107481 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Agent E. Dobbins, of Del Rey, has been commended for discovering and reporting brake beam down and cable guard dragging in car in extra 1778 north, January 25. Train was stopped and obstruction removed, thereby removing possible cause of an accident.

Agent J. C. Broom, at Edgewood, has been commended for discovering and reporting I. C. 119244 with no light weight stencilled on same. Arrangements were made to have car stencilled.

Conductor I. R. Martin, extra 1662 north, has been commended for discovering and setting out C. R. I. & P. 31837, at Centralia, account of hot box in very bad condition. This action probably prevented possible accident.

Conductor H. L. Beem has been commended for discovering and reporting something dragging under No. 10. Train was stopped at Neoga and brakes were sticking on sleeper. This action undoubtedly prevented possible accident.

Springfield Division

Day Towerman John C. Schrader, Alhambra, Ill., has been commended for discovering

and reporting defective rail near our crossing with the T. St. L. & W., January 22. Arrangements were made to have defect remedied. This action undoubtedly prevented possible accident.

Mr. Ratliffe, Alhambra, Ill., has been commended for assisting Section Foreman Frey repair track near our crossing with the T. St. L. & W., when section gang was in Springfield.

Signal Maintainer A. H. Roberts, Litchfield, Ill., has been commended for assisting Section Foreman Frey repair track near our crossing with the T. St. L. & W. when section gang was in Springfield.

Brakeman E. J. Cox, Clinton, Ill., has been commended for volunteering to fire engine, account of regular fireman being sick, December 21, engine 962, at Decatur.

Brakeman Charles Thorp, Clinton, Ill., has been commended for pulling down coal from Ramsey to Assumption, December 30, in order to save delay to train first 182, engine 962, when said engine was short of coal.

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering and reporting broken truck on I. C. 85518, January 5. Car was set out at Decatur for necessary repairs, thereby preventing possible delay.

Conductor Wm. Baughman, Clinton, Ill., Extra 1535 south, December 20, 1917, has been commended for discovering and reporting broken rail in siding at Vera. Arrangements were made to have same repaired, thereby preventing possible accident.

Conductor E. D. Wood, Clinton, Ill., inspecting train 164, November 28, 1917, has been commended for discovering and reporting broken arch bar on I. C. 91209. Car was set out at Ramsey for necessary repairs, thereby preventing possible accident.

Signal Maintainer F. R. Scaife, Springfield, Ill., has been commended for discovering and reporting broken rail on south wye at East Grand avenue, near mile post D-192. Repairs were promptly made, thereby preventing possible accident.

Minnesota Division

Section Foreman C. Baird has been commended for discovering and reporting C. M. & St. P. 501361, train 51, December 6, 1917, with broken brake beam dragging. Train was stopped and defect attended to, thereby preventing possible accident.

Conductor F. G. Close, extra 1587 east, December 11, 1917, has been commended for discovering and reporting I. C. 120467 im-

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properly stencilled. Arrangements were made to have car restencilled.

Operator J. B. Parkins has been commended for discovering and reporting bar strap dragging on P. McK. 80059, passing Warren in train 2/72, January 10. This action undoubtedly prevented possible accident.

New Orleans Division

Section Foreman C. L. Wright has been commended for discovering and reporting brake beam down and dragging on C. B. 98225, January 10, extra 61, south, passing Yokena. Train was stopped and defect removed, thereby preventing possible accident.

Tennessee Division

Operator H. L. Cook has been commended for discovering brake beam dragging on train November 18, 1917. Train was stopped and defect remedied, thereby preventing possible accident.

Engineman L. Hardee and Fireman W. P. Orr have been commended for discovering and extinguishing fire on right-of-way, November 21, 1917.

Lineman L. O'Bryan has been commended for discovering broken joint and flagging passenger train, thereby preventing possible accident.

Division News

Minnesota Division

Following is a reproduction of an article from one of the Waterloo local papers: "Illinois Central Shops in Waterloo are 100 per cent Red Cross."

Again "The Old Reliable" has demonstrated its right to claim title as one of Waterloo's big assets that can be depended upon in an emergency. There is not a man or boy in the local shops today who is not privileged to wear the crimson cross of mercy.

When it was learned that Waterloo Chapter of Red Cross was sorely in need of additional members to complete its quota, officials at the shops got busy in their characteristic way. Result is 642 members from the shops and 33 in the storekeeping department, making a total of 675. Many are negroes and foreigners. Membership cash amounted to \$725. These figures do not include engineers, firemen, brakemen, conductors, yardmen, etc., but take in the carpenters, painters, boilermakers, machinists, two roundhouse gangs, two pit gangs, blacksmiths and storehouse clerical force.

Red Cross 100 per cent flags were unfurled in each of the departments."

N. A. Howell has been promoted to instrumentman on this division. R. E. Rodeberg, formerly rodman on special work on the Indiana Division, succeeds Mr. Howell.

John Hall, tonnage clerk, who has been on the sick list for several days, is again at his desk.

A. W. Zimmerman, of the accounting force at Dubuque, surprised his friends during the holidays by taking a trip to Chicago and returning with a "Life Partner," Miss Amy Sullivan, of Dubuque.

Following a new rule, the freight office force now close shop at 5:30 P. M.

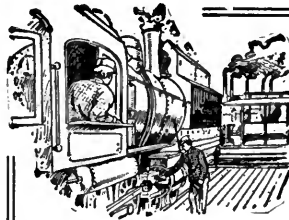
Several changes have taken place in the freight office recently. J. Callahan has been promoted to O. S. & D. clerk. Harvey Meyer succeeds Mr. Callahan as car clerk

and Charles Chrisman has been employed as night clerk.

Miss Esther McLaughlin, train master's clerk, who has been off duty for several weeks on account of illness, has resumed her duties.

Albert Donahue, formerly extra dispatcher at Dubuque, is now in the officers' training camp at Camp Dodge.

R. Klauer, who has been employed in the office of Commercial Agent Kunz, has ac-



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Employees
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Exposed to
Wind, Dust
and Alkali
Poisons**

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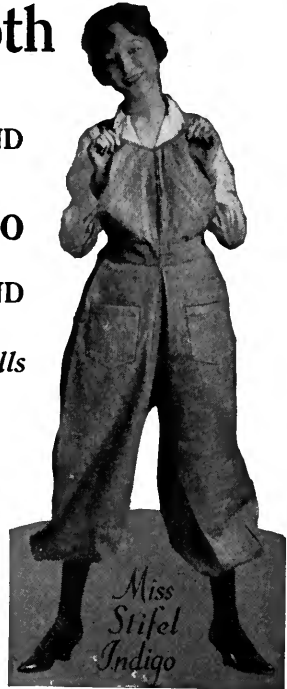
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NEW YORK

cepted a position with the government in the Internal Revenue office.

Chief Dispatcher Talty spent a day in Chicago during the month.

Miss Edna Piltz, stenographer in the superintendent's office, spent a day in Manchester.

Miss Lucile Sims, stenographer to the chief clerk to superintendent, visited several days in Osage, Ia.

Now since the garden activities are over, we wonder why the stenographers do not find time to knit for the soldiers.

Indiana Division.

Did anyone think to suggest to the janitor that he conserve coal during the last few weeks?

"Papa" Kemper, of the Accountants' office is going around these days greeting all with a big smile!

More than one envious glance has been thrown in the direction of the new passenger station which was opened to the public Monday, Jan. 21st, and had all appearances of being comfortably warm, etc., etc.

The blizzard which was predicted so far ahead, and which we expected and discussed, arrived with full force Jan. 11th, the thermometer dropping way down (15 to 26 degrees below) and one of the heaviest snows falling that we have experienced in this vicinity in years.

There has been quite an increase in business between Evansville and Newton, due



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Tobacco Habit Easily Stopped

Mr. S. D. Lent, a railroad man, was an inveterate smoker for 30 years. He used the strongest tobacco obtainable. After arising he says he would light a pipe and keep it hot for the rest of the day, with the exception of meal times. Often he would get up in the middle of the night. The habit was doing him great injury. He got a certain book, the information in which he followed and thereby freed himself from the habit quickly and easily. Anyone who uses cigars, cigarettes, pipe, snuff or chewing tobacco excessively and who knows the injury being done through nervousness, heart weakening, kidney disorder, eye weakness, impaired memory, loss of vitality, etc., should write to Edward J. Woods, B189, Station F., New York City, and get the very interesting free book that will be sent promptly upon application.

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Four blocks from new 63rd Street
depot and office building

to freight from the South for the East being diverted thru Evansville, Ind., instead of thru Centralia, Ill.

The position of general car agent being abolished, J. E. Rhodes has returned to Evansville as agent.

F. B. Sparks, of the Local Freight office, Indianapolis, Ind., was married in Washington, D. C., on Dec. 23, 1917.

On Saturday evening, Dec. 29, 1917, the members of the Illinois Central Social Fund Club, of the Local Freight office, Indianapolis, Ind., entertained their families and a number of friends at a dance and euchre party, which was held at the freight office, which was decorated with a huge "Old Glory" and holiday decorations. Agent William Ward made a short talk which was thoroughly appreciated by those present. Refreshments were served and the party ended with an old-fashioned circle two-step.

C. R. Knowles, superintendent water service, paid us a short visit one day this month.

Conductor M. O'Dea is taking a leave of absence, visiting in Florida.

Extra Caller Albert Gustafson at Mattoon has become a switchman; C. W. Lockhart has relieved him as caller.

Earl McFadden, tonnage clerk, has resigned. We are all sorry to have Earl leave as he has been in the offices several years, and has many friends in the building. Gerald Wright has taken his place.

Recently one of our passenger conductors spent a couple of days in "the Windy City" and we are told he visited several leather concerns in hopes of getting together material enough for a pair of shoes for himself. We are glad to hear he came back perfectly satisfied with his shopping.

M. Boulware, clerk in Store Department, Mattoon, will leave soon for Jacksonville, Fla., to enter training camp. Deo Dawson has accepted position vacated by Mr. Boulware.

M. Crane, timekeeper, Master Mechanic's office, visited his brother who is stationed at Camp Taylor for two days in January.

Virgil Haynes, our genial crossing watchman at 21st street, Mattoon, is an example of what study and persistence will bring forth. Mr. Haynes was a locomotive fireman until 1912, when he became injured in an accident. When he recovered he was made crossing watchman at Mattoon, and during his spare moments studied telegraphy, becoming efficient enough recently to accept a position as operator.

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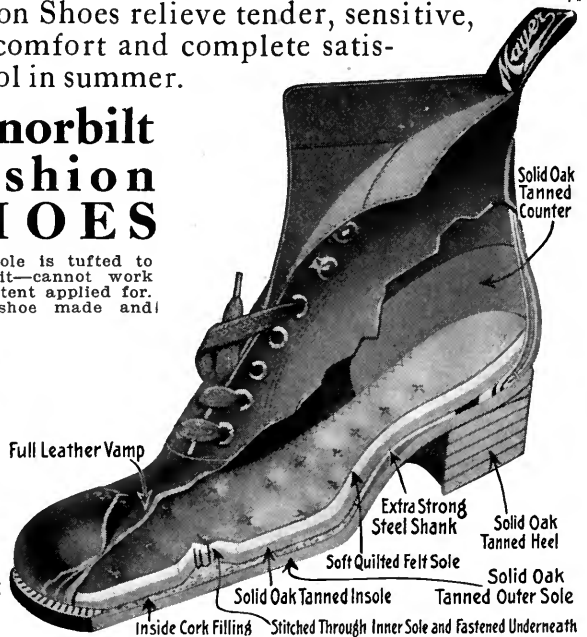
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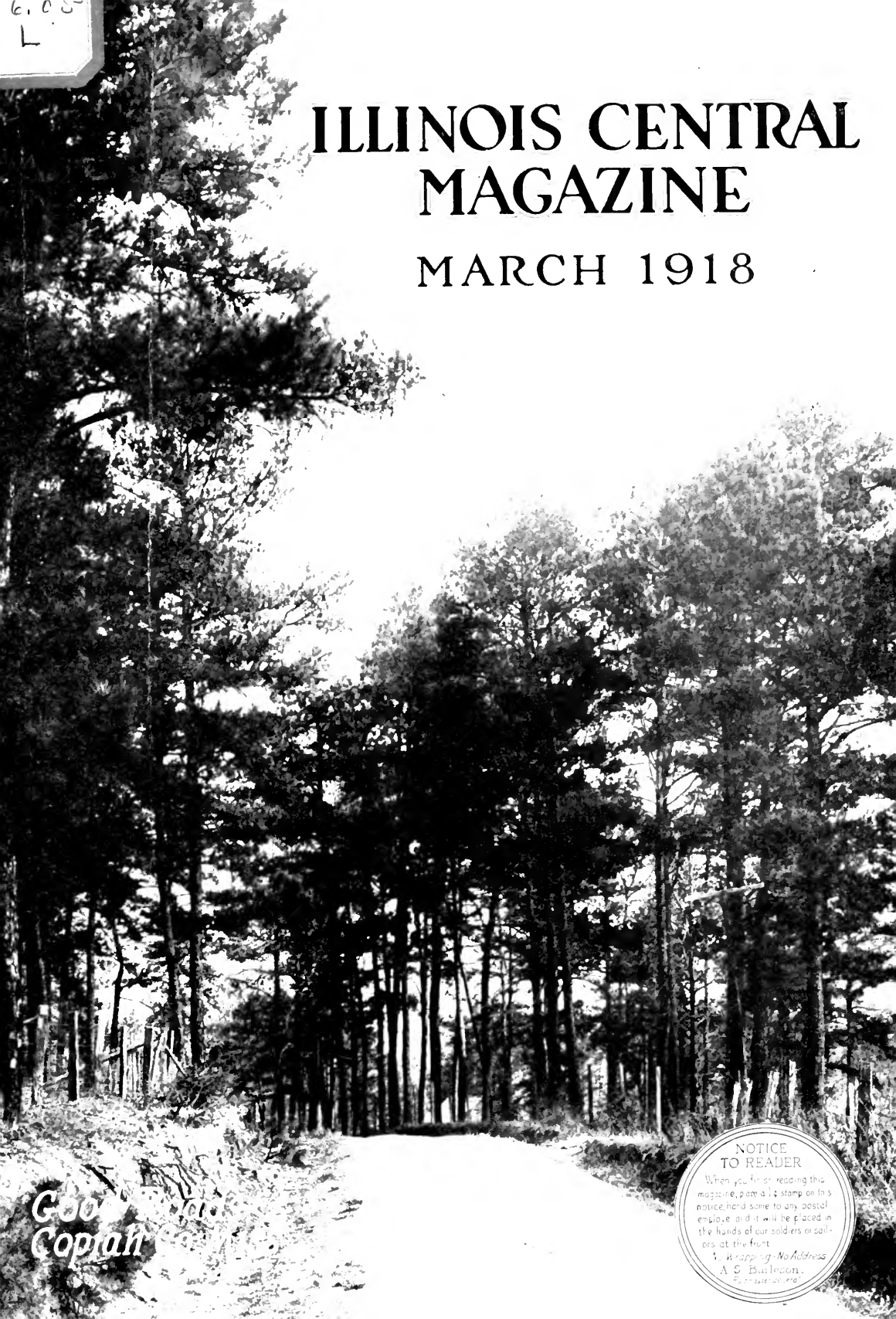


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ILLINOIS CENTRAL MAGAZINE

MARCH 1918



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A. M. UMSHLER

Mr. A. M. Umshler, having served on the Union Pacific Railroad as switchman, engine foreman, yardmaster, general yardmaster, and trainmaster, entered the service of the Illinois Central Railroad Company as general yardmaster at Centralia, Ill., January 7, 1913; promoted to trainmaster, Centralia, February 1, 1914, and on July 1, 1915, was transferred to Memphis, Tenn., as trainmaster, Memphis Division, The Yazoo & Mississippi Valley Railroad. On April 1, 1917, he was appointed freight trainmaster, Chicago Terminals and was promoted to superintendent, Chicago Terminals, August 1, 1917.

ILLINOIS CENTRAL Magazine

Vol. 6

MARCH, 1918

No. 9

Director General of Railroads WASHINGTON

February 21, 1918.

ORDER NO. 8.

To correct wrong impressions that may exist regarding the employment and conditions of labor in railway service, it is,

UNTIL FURTHER ORDER DIRECTED THAT:

1. All Acts of Congress to promote the safety of employees and travelers upon the railroads, including Acts requiring investigation of accidents on railroads, and Orders of the Interstate Commerce Commission made in accordance therewith, must be fully complied with. These Acts and Orders refer to Hours of Service, Safety Appliances and Inspection.

Now that the railroads are in the possession and control of the Government, it would be futile to impose fines for violations of said laws and orders upon the Government, therefore it will become the duty of the Director General in the enforcement of said laws and orders to impose punishments for wilful and inexcusable violations thereof upon the person or persons responsible therefor, such punishment to be determined by the facts in each case.

2. When the exigencies of the service require it, or when a sufficient number of employees in any department are not available to render the public prompt transportation service, employees will be required to work a reasonable amount of overtime. So far as efficient and economic operation will permit, excessive hours of employment will not be required of employees.

3. The broad question of wages and hours will be passed upon and reported to the Director General as promptly as possible by the present Railroad Wage Commission. Pending a disposition of these matters by the Director General, all requests of employees involving revisions of schedules or general changes in conditions affecting wages and hours, will be held in abeyance by both the managers and employees. Wages, when determined upon, will be made retroactive to January 1, 1918, and adjusted accordingly. Matters of controversy arising under interpretations of existing wage agreements and other matters not relating to wages and hours will take their usual course and in the event of inability to reach a settlement will be referred to the Director General.

4. In order No. 1, issued December 29, 1917, the following appeared:

"All officers, agents and employees of such transportation systems may continue in the performance of their present regular duties reporting to the same officers as heretofore and on the same terms of employment."

The impression seems to exist on some railroads that the said Order was intended to prevent any change in the terms of employment during Governmental operation. The purpose of the order was to confirm all terms of employment existing upon that date, but subject to subsequent modifications deemed advisable for the requirements of the service. Any contrary impression or construction is erroneous. Officers and employees will be governed by the construction here given.

5. No discrimination will be made in the employment, retention, or conditions of employment of employees because of membership or non-membership in labor organizations.

THE GOVERNMENT NOW BEING IN CONTROL OF THE RAILROADS, THE OFFICERS AND EMPLOYEES OF THE VARIOUS COMPANIES NO LONGER SERVE A PRIVATE INTEREST. ALL NOW SERVE THE GOVERNMENT AND THE PUBLIC INTEREST ONLY. I WANT THE OFFICERS AND EMPLOYEES TO GET THE SPIRIT OF THIS NEW ERA. SUPREME DEVOTION TO COUNTRY, AN INVINCIBLE DETERMINATION TO PERFORM THE IMPERATIVE DUTIES OF THE HOUR WHILE THE LIFE OF THE NATION IS IMPERILLED BY WAR, MUST OBLITERATE OLD ENMITIES AND MAKE FRIENDS AND COMRADES OF US ALL. THERE MUST BE CO-OPERATION, NOT ANTAGONISM; CONFIDENCE, NOT SUSPICION; MUTUAL HELPFULNESS, NOT GRUDGING PERFORMANCE; JUST CONSIDERATION, NOT ARBITRARY DISREGARD OF EACH OTHER'S RIGHTS AND FEELINGS; A FINE DISCIPLINE BASED ON MUTUAL RESPECT AND SYMPATHY; AND AN EARNEST DESIRE TO SERVE THE GREAT PUBLIC FAITHFULLY AND EFFICIENTLY. THIS IS THE NEW SPIRIT AND PURPOSE THAT MUST PERVADE EVERY PART AND BRANCH OF THE NATIONAL RAILROAD SERVICE.

AMERICA'S SAFETY, AMERICA'S IDEALS, AMERICA'S RIGHTS ARE AT STAKE, DEMOCRACY AND LIBERTY THROUGHOUT THE WORLD DEPEND UPON AMERICA'S VALOR, AMERICA'S STRENGTH, AMERICA'S FIGHTING POWER. WE CAN WIN AND SAVE THE WORLD FROM DESPOTISM AND BONDAGE ONLY IF WE PULL TOGETHER. WE CANNOT PULL APART WITHOUT DITCHING THE TRAIN. LET US GO FORWARD WITH UNSHAKABLE PURPOSE TO DO OUR PART SUPERLATIVELY. THEN WE SHALL SAVE AMERICA, RESTORE PEACE TO A DISTRACTED WORLD AND GAIN FOR OURSELVES THE COVETED DISTINCTION AND JUST REWARD OF PATRIOTIC SERVICE NOBLY DONE.

W. G. McAboo,
Director General of Railroads.

A Letter From
PRESIDENT C. H. MARKHAM
to the Employes of the
ILLINOIS CENTRAL RAILROAD COMPANY
The Yazoo & Mississippi Valley Railroad Company.

OFFICE OF PRESIDENT

Chicago, February 22nd, 1918.

TO ALL EMPLOYES:

For the past two and one-half months, there has been a deterioration in the service, both freight and passenger, on the lines of these Companies, due entirely to conditions over which neither you nor the Management had any control. Deep snows and severe cold weather have always interfered with operating conditions on steam railroads, and when it is taken into consideration that the recent storms were unparalleled in their severity it requires no argument to convince any reasonably-minded person that they were bound to result in a slackening up of railroad transportation to a very large extent. The preference orders on certain classes of commodities undoubtedly resulted in slowing up the movement of other freight, but the orders were necessary on account of the war.

It is unfortunate that these obstacles were encountered just at the time when the Government took over the control of the railroads, because they made it impossible for the railroads to sustain the record of the preceding months. This was immediately seized upon as an opportunity for severe criticism by those who are hindering, instead of helping, the railroads in bearing their heavy burdens. I am sure that you who know the facts resent these criticisms, as I do, but we have no time now for controversies, and I have only to say that never was criticism more unjust or absolutely unfounded. You know, and I know, that greater efforts were never made by railroad men than were made by you during the period mentioned. As I look back upon that period, I wonder how you were able to accomplish as much as you did, and in behalf of the Company I wish to express my high appreciation of the splendid services which you rendered under those most trying conditions. But we have emerged from those conditions and must now concern ourselves about the future. Nothing will so quickly and effectively silence our critics as efficient operation from this time on. Practically normal conditions prevail on the system at the present time. I am sure you share to the fullest extent my great desire to surpass under Government control, all former records in the movement of traffic on the lines of these Companies.

I trust that every employe will consider that he has been appointed a committee of one to report to his superior officer, or any officer, any condition or any thing which is responsible for retarding the movement of traffic or which makes for inefficiency; also promptly suggest any change that can be made promising improvement of any character.

Transporting troops, foodstuffs and munitions on this continent is regarded by the authorities at Washington as important as the fighting being done by our men in the trenches in France. Therefore, a slacker in the rail-

road service at this critical time is to be as severely condemned as a slacker in the uniform of his country. There are no slackers in the service of these Companies, however, and it is your duty and my duty to see that none creep in.

Under the old conditions, we men of the Illinois Central and The Yazoo & Mississippi Valley Railroads made a record of which we are all justly proud. Then we strove only to please our patrons and our common employer—these Companies. Now, we have the double incentive to strive harder than ever before in order to serve the public, assist our Government, and help win the war. Let us put forth every possible effort to excel all previous records; let us bury for the period of the war all differences of every kind; let us bring ourselves to feel that we are in this war just as much as if we were in the trenches in France; let us give of our physical and mental strength as freely as our soldiers on the other side are giving their all—their lives—to win; let us help make Government control of the railroads successful beyond even the most sanguine expectations of Mr. McAdoo, the Director General, and his assistants.

Yours very truly,

C. H. Markham
President

Minonk, Ill., Feb. 3, 1918.

Editor, Illinois Central Magazine.
Chicago, Ill.

Dear Editor: As a matter of curiosity would like to know who is the oldest *continuous* shipper located on the I. C. or Y. & M. V. Have heard others express a like desire, therefore would suggest that you conduct a contest through the Magazine to learn who has that honor and when decided publish the winner's picture in the Magazine.

To start the contest I will name Mr. B. M. Stoddard, of this city.

Mr. Stoddard entered the business world and began shipping over the I. C. on Feb. 10, 1865, and has been a *continuous* shipper ever since, and is today Minonk's heaviest shipper. He is 77 years of age and hale and hearty.

Remember, it is CONTINUOUS shipper, and not some one who has been in and out.

Allow me to remain,

Very truly,

Walter Kelly.

As per above letter, Mr. Kelly is anxious to locate the oldest continuous patron of the Illinois Central and Yazoo & Mississippi Valley Railroad Companies.

We will be glad to have names of other shippers with a view to gratifying his curiosity.

Mr. Stoddard's record is a long one which it will be hard to equal or surpass.—*Editor.*



What the

World thinks

In the Wake of the News

By Ring W. Lardner at the U. of I. C.

According to an Illinois Central bulletin, Bob Carmichael, formerly official chaperon for that railroad has been appointed its faculty for the education of employes in civility and politeness toward patrons. School opens next Saturday in the company's palatial edifice at Sixty-third and the tracks, and the first hour, we fancy, will be devoted to the ticket sellers, as follows:

Prof. Carmichael—Now, scholars, we will first take up middle-aged matrons and short hauls. We will presume that an unescorted lady of forty-nine wishes to go to Champaign. She enters the Park Row station, approaches a ticket window and says: "Can I buy a ticket here for Champaign?" What is the proper reply, Mr. Gumdrops?

Mr. Gumdrops—"No, madam. You'll have to visit the pickle department of the Rush Street bridge."

Prof. Carmichael—Incorrect, Mr. Gumdrops. Mr. Fudge, you tell us.

Mr. Fudge—I'd say: "You can buy a ticket, to Berlin, as far as I'm concerned, old thing."

Prof. Carmichael—No, no, Mr. Fudge. Let us hear from Mr. Molasses.

Mr. Molasses—I'd say: "Have you got the price, old kid?"

* * *

Prof. Carmichael—I am afraid you young gentlemen have not been burn-

ing the midnight oil. As a time-saving device, I will pose as the ticket seller, while you, Mr. Lollipop, impersonate the lady. You will ask the usual questions and I will give the correct replies. All the scholars are requested to take down this dialogue for reference. Proceed, Mr. Lollipop.

Mr. Lollipop—Can I buy a ticket here for Champaign?

Prof. Carmichael—Indeed yes madame. I have long dreamed of the happy hour when I would be able to accommodate you in this respect.

Mr. Lollipop—How much is it?

Prof. Carmichael—You are indeed fortunate in your choice of a day for this peregrination. We are selling these particular tickets this morning to the fair sex only at \$2.72 the pasteboard.

Mr. Lollipop—What time does the train leave?

Prof. Carmichael—At the witching hour of 9:15. Madame understands of course that this is confidential. I place great reliance in Madame's discretion.

Mr. Lollipop (much pleased.)—And what time is it due at Champaign?

Prof. Carmichael—Ah, Madame, that depends entirely on your own sweet will. As a rule, we aim to have it arrive at 12:12 post meridian, or as the French have it, twelve minutes après midi. But if you fancy an earlier or later disem-

barkation, I shall, communicate with the engine-driver.

* * *

Mr. Lollipop—Never mind. I have written my son to meet me and he will doubtless be on hand at the train's usual time of arrival. He is in the university at Urbana.

Prof. Carmichael—Madame is surely jesting. I cannot believe Madame has a son old enough to be a student in college. A stepson or godson, peradventure.

Mr. Lollipop (smirking)—No, I'm afraid I must confess he is my own son.

Prof. Carmichael—Then Madame must have entered the Elysian Fields of Connubial Wedlock while still in her early teens. May I not express my profound veneration of the judgment and good taste of him who foresaw in the bud the incomparable glory of the blossom?

Mr. Lollipop—Where can I buy a magazine?

Prof. Carmichael—Madame will find them over there, across this spacious court. And perhaps I may venture the divination that Madame does not seek a fashion magazine, as Madame's garb proves her far in advance of any suggestion such a periodical might offer.

Mr. Lollipop—Would it be cheaper for me to buy a round trip?

Prof. Carmichael—No, Madame. But loyalty to Chicago prompts me to beg that you do so, that this great metropolis may be assured of your return and blissfully look forward thereto.

Mr. Lollipop—Well, I guess a one-way will be all right.

* * *

Prof. Carmichael—As Madame wills. And can I interest Madame in nothing else? Tickets to St. Louis, freshly printed last night, are reasonably priced and selling like hot cakes this morning.

Mr. Lollipop—No, thank you. I have no acquaintances in St. Louis.

Prof. Carmichael—Miserable St. Louis! There, gentlemen, is the proper procedure in the case in point. And I

venture to say that whenever Mr. Lollipop's lady wants to visit Champaign, she will travel on our line. Mr. Molasses, I will have to ask you to refrain from whimpering, and you, Mr. Fudge, kindly remove your feet from your desk.—*Chicago Tribune, February 13, 1918.*

RAILROADS' SCRAPS SAVED NET MILLIONS YEARLY.

Reclamation of Iron and Waste Through Plants For Reworking Materials Saves N. O. Division of Illinois Central \$120,000 Annually—Plant is Located Near Harahan—Old Bolts and Nuts Are Chief Source of Saving.

Reclaiming of old iron and used material formerly relegated to the scrap heap is netting the Illinois Central on the New Orleans division alone more than \$120,000 a year, and, on the Southern Pacific system, approximately \$1,000,000 a year is being saved by this means. Other roads entering New Orleans are making a proportionate saving.

Adjacent to Harahan City and in connection with the car building plant, the Illinois Central conducts a reclamation plant. Similar plants are maintained by other roads at various points in the state.

With the great wave for food conservation sweeping the country, these reclamation plants play an important part in economic maintenance of railroad systems. Not only does it represent a cash saving of many thousands of dollars to the railroads and free the capital that normally would be spent for supplies, but it relieves the drain on the market by reducing to the minimum the purchase of new supplies.

Old boiler tubes, bolts, nuts, exhaust dry cells and all kinds of junk are collected and reworked into serviceable material at the plant in Harahan. The principal saving that the Illinois Central is making is in the reworking of old bolts and nuts. Whenever a car is burned or wrecked, the iron work is col-

lected and sent to the reclamation plant where the nuts are forced off the bolt by air. Air hammers soon flatten and straighten the iron and, when necessary, the bolts are cut off, rethreaded and a somewhat shorter bolt, although as strong and as good as new, is the result. Likewise nuts are rethreaded when necessary.

Saving is Effected.

As an instance of what can be saved on reclaiming couples, workmen at the plant estimate that a new couple costs \$24. Often these couples are broken or bent, but through the aid of the oxy-acetylene process used they are made as good as new at an average cost of approximately \$1.50 apiece.

Another large saving is in manufacture of tools. Tool steel before the war cost about 20 cents a pound, but since then the price has risen to 96 cents a pound. This tool steel is cut into slabs of about four inches long and though the oxy-acetylene process is welded into common iron. The tool steel is then placed on an emery wheel and ground down to the necessary cutting edge. In this way tools are made at a fraction of the cost that they would bring in the open market.

Even Waste is Used.

Old and greasy waste is treated in a steam vat and separator which not only yields back the serviceable fabric, but also reclaims the oil for warehouse trucks, handcars, etc. Iron frogs, angles and many other track supplies are remade out of discarded material.

Section Men Collect Scrap.

Section hands as they go along the line and complete their work collect all scrap being careful to separate the track scrap from the locomotive and car material. At various points scrap bins are maintained into which the material is dumped. Once a month a car goes over the section, collects accumulated material in the bins, takes it to a division point and here mechanics for both the car and locomotive department and the track department go through the refuse, separate the material into its various

parts and send it to the reclamation plant.

Rails and other track material when slightly worn and deemed not good enough for main line trackage are removed and placed on the branch lines, where traffic is not so heavy. When these rails are worn still more, they are placed on the side tracks where traffic is still lighter, to get the maximum amount of efficiency out of each piece of material used.

Four or five years ago this material was all wasted, or at least sold to junk dealers at a fraction of what it was worth. Now the Illinois Central sells less than 5 per cent of its old iron and steel for junk.

Plant is Three Years Old.

Three years ago, the reclamation plant was established in Harahan and was one of the first built in this section of the country. During the first month of its operation, the Illinois Central found that, outside of all expenses, the plant had cleared \$6700 despite the fact that the plant here is small in comparison with other plants in the country. Twelve men are employed. Within a few months the plant was clearing about \$10,000 a month and still is increasing its profit.—*New Orleans Item, February 24, 1918.*

WHY BUY MORE BONDS?

In some respects the Third Liberty Loan is to be the crucial one of the series, and the one which it is most important to make a prodigious success. That is because the Third Liberty Loan is going to encounter a peculiarly vicious and preposterous lot of canards and insinuations and false rumors. Whether propagated by German influences or by mischievous gossips, the Liberty loan propaganda has been made during the last few months the subject of subterranean attacks very similar in nature to those that became so familiar in connection with the Red Cross. It goes without saying that the attacks are just as unwarranted, and that ultimately they will be discounted handsomely. The third loan campaign will hit those insinuations at their peak, and if the educational end of the cam-

paign is attained properly the lies will be put to rest forever.

The falling of the former loan bonds below par at New York has had an unfortunate effect in giving pro-Germans and lackloyalty Americans something to hint darkly about. Suspicion mongers have been busily trying to cast doubt on the reality of the argument that the bonds, in order to be of utmost value, must be circulated widely. The man who is inclined to measure his patriotism has been seductively informed that the banks, not individuals, ought to swallow the successive issues. And various schemes, possessing hardly plausibility, let alone practicability, have been suggested in sub rosa fashion as being greatly superior to the Liberty loan plan of financing the war.

Anyone who is at all informed knows, of course, that the banking institutions of the country hold now a larger share of the Liberty loan bonds than they ought for the best interests of the country to hold. Anyone who is at all informed knows, of course, that in its essence the Liberty loan plan has been adopted and persevered in by the governments of all the great belligerent powers, including our allies and including our enemies; and is surely able to draw the conclusion that if any more satisfactory method of war financing could be devised somebody would have tried it. Whatever else may be thought of the policies of the Washington government, it must be admitted on every hand that the policies are chosen and applied because the government thinks they are calculated most effectively to further the country's war activities—because, in short, they pave the way to victory.

Let there be no questioning of the fact that the Liberty loan bonds must succeed if the nation is going to succeed, nor of the other fact that the Liberty loans cannot possibly be a true success unless the bonds are widely distributed. That means, of course, that the success of America and the cause of democracy are directly dependent on whether the average man buys Liberty bonds. Familiarity with this assertion must not be per-

mitted to weaken the public's conception of the unalterable truth of it. It is not too early to begin nailing the German inspired lies and insinuations against the Liberty loans.—*Sioux City, Iowa, Journal.*

RAILROAD RATE REGULATION.

The proposed law for amplifying and perfecting government control of the railroads has now reached the conference stage. The senate and house bills differ principally in the provisions for fixing rates, the senate having vested the power in the interstate commerce commission, while the house proposed to place it in the hands of the president.

The objection to the latter proposal has come principally from extremists and from those who are outspoken in their antagonism to the railroads. These men have all along supported the interstate commerce commission in its restrictive policy in dealing with national transportation. They are apparently desirous that that policy should be continued.

On the other hand, it was nowhere contended that Mr. Wilson or the administration, if given the rate making power, would use it to allow the railroads undue profits at the expense of the public. There has been no indication, in fact, that the administration intends to deal other than fairly with the railroads and the public in this matter.

If the house proposal is finally adopted, the president will fix rates upon the advice of the director general and the interstate commerce commission. The director general, Mr. McAdoo, upon whom the chief responsibility rests for keeping the transportation systems up to highest efficiency, has shown himself to be a man of courage, ability, and conservative judgment. To allow the interstate commerce commission to proceed along the old lines that proved so unsatisfactory would in all probability interfere with Mr. McAdoo's efforts to make government operation a success and might seriously impair transportation efficiency. Editorial—*Chicago Tribune, Mar. 2, 1918.*

MARKHAM SOUTHEASTERN SUPERVISOR

President of the Illinois Central Named by Director-General McAdoo to Have Supervision of All the Railway Lines in the Southeastern Territory

Mr. C. H. Markham, president of the Illinois Central, has been named by Director-General W. G. McAdoo as general supervisor of railway lines in the Southeast.

Mr. McAdoo is creating divisional organizations for control of the railways, and the selection of Mr. Markham for the Southeastern territory was one of the first selections.

The headquarters for the Southeastern territory will be established at Atlanta, and Mr. Markham, while retaining the presidency of the Illinois Central, will leave its affairs largely in the hands of other officials, and take up his residence in Atlanta for the period of the War.

This selection by the Director-General will meet with cordial approval, especially among those who know President Markham, and recognize his exceptional ability. He holds foremost rank among the railway executives of America, and, since assuming the Presidency of the Illinois Central and allied lines, has always been close to the people, giving careful personal attention to their needs, and keeping constantly in touch with the territory served by that system.

In fact, the Director-General could not have made a more satisfactory choice for this territory, and shippers and the public generally are much gratified over the selection that has been made. *Jackson, (Miss.) Daily News, Jan, 25, 1918.*

A TEXAS RAILROAD LAW INVALID

When Texas went railroad-baiting some years ago she adopted quite a number of unique and radical laws. One of them required trains to operate on schedule time. It was a good law for Texans, but often others suffered. Many a stran-

ger bound Texasward via New Orleans, for instance, has had to lose from twelve to twenty-four hours here because the train he was to take would not wait for its connections.

But the United States Supreme Court the other day held that this law was unconstitutional, though it has been in effect for many years and added many gray hairs to railroad men.

The suit was against the Katy Railroad, which had been heavily fined for running more than thirty minutes behind time. The Texas court of civil appeals upheld the fine and the Texas supreme court refused a writ of error.

But Justice Holmes holds that such a law is an interference with interstate commerce, the train referred to not being local, that the Texas commission was without power to enact it and that the Texas courts were entirely wrong in upholding it.

The object aimed at by the Texas authorities was a good one. They wanted to compel a regular service and discourage indifference by the railroads toward the comfort of the traveling public. But the regulation when applied to through trains was so clearly beyond the province of the Texas commission, that it is somewhat remarkable that it remained in effect so long.—*The Daily States, January 20, 1918.*

SEED CORN SUPPLY.

Illinois Central Development Bureau Tries to Learn Exact Amount of Seed Corn.

In an effort to learn the exact amount of seed corn in the middle west, the development bureau of the Illinois Central railroad, with headquarters at Chicago, has inaugurated a campaign through the county superintendents of schools which, it is believed, will give a good estimate of the amount of seed corn in the middle west, its grade, how much can be shipped and how much the farmers want for it. The railroad has issued cards to the superintendents which will be given to the country school children to take home

to their parents to have filled out. These will be returned to the county superintendent, who in turn will return them to the railroad offices.

The cards sent out by the railroad have the following questions to be answered:

How many bushels of seed corn have you?

What kind or variety is it?

Have you enough for your own use?

Have you any for sale?

How many bushels?

What price do you want per bushel?

Have you tested your seed corn?

After the card has been filled out it will be turned to the county superintendent of schools, and by him returned to G. B. Harper, general developing agent for the Illinois Central.—*The Du buque Daily Times Journal*, March 1, 1918.

Sequel to Hunting Tale

IN the December number of this magazine appeared a story entitled, 'Henry' A COON DOG, IN NEW ROLE," which treated facetiously a hunting trip of Mr. Parks Archer, assistant general claim agent of the Chicago & Alton Railway, while visiting his friend, Claim Agent J. L. Scott of Grenada, Miss. A reader of that article, having heard various rumors concerning the aforesaid hunting trip and having thoroughly investigated the matter, feels moved to add another chapter which may explain what would otherwise appear as a great lack of woodcraft knowledge on the part of Mr. Archer.

It was found that Mr. Archer was accompanied to Grenada by a prominent general official of the Illinois Central Railroad, who is not very remotely connected with the claim department. Deference to the feelings of this official is the reason for withholding his name, as well may be inferred from the following facts.

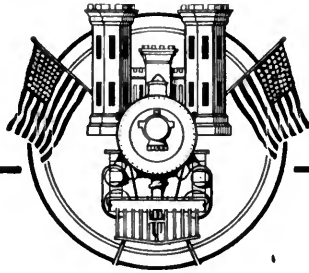
When Mr. Archer, while at Mr. Scott's home, expressed the intention of a ramble through "the thousands of acres of woodland," referred to, with a shot gun and evil designs on any squirrels which might be in evidence, the railroad official mentioned remarked that he would be glad to accompany him. The

two repaired to their separate chambers to make suitable preparations. Mr. Archer shortly appeared clad in an old suit, boots, cap, etc. The other gentleman, after a protracted interval, made his appearance attired in the latest creation of his tailor, with top coat and silk hat, patent leathers, spats and a tightly rolled, silk umbrella. When Mr. Archer saw this well-groomed gentleman, he at first thought his friend had changed his mind about accompanying him, and said, "Why, B——, where are you going," to which he received response: "Why, Parks, I am going hunting with you, and as I thoroughly believe in team-work, trust my personal appearance will charm the squirrels so you will have a chance to hit them."

When Mr. Archer's amazement passed and he began to comprehend the situation, he broke for the tall timber at high speed, penetrating so far within its environs that he might give free and unrestrained vent to his mirth, and tarried long ere he could compose his features so that on his return no trace of his emotions might be left to give offense.

Thus it will be seen that Mr. Archer was not lost and that his prolonged absence has been misconstrued.

MILITARY



DEPARTMENT

Acknowledgment of the Receipt of Christmas Presents from Illinois Central and Yazoo & Mississippi Valley Employes by Our Boys in France

A. E. F., In France, Jan. 20, 1918.

Mr. C. H. Markham,
President Illinois Central Railroad Company.
My Dear Mr. Markham:

From all sides I hear expressions of great pleasure on the generosity and thoughtfulness of those at home towards those of us here who are trying to do our little bit for our country and to uphold the reputation of the home road of being composed of the best set of railroad employes in the world.

Your personal letters to each of the boys have not yet shown up and that has been a great disappointment, but it was slightly relieved by the thoughtfulness of Mr. Gibons who had previously sent me a copy which I turned over to Captain Walsh and it was delivered to all of them on Christmas Day as a greeting to them from you on that day, the presents showing up several days later.

This breath of home blows away the miles of distance separating us and makes us all feel that, while we are not near you, you are with us. Such acts give encouragement to us and make us all try to be worthy of the regard in which we are held.

Personally, I think you will be satisfied with the work and representatives of OUR ROAD. They are a fine body of men and are conducting themselves creditably.

I add my personal thanks to those of the men and officers for the great kindness shown us by those at home.

Very sincerely yours,

C. L. Bent,
Major, 13th Engineers, Railway.

C. L. Bent.

"Somewhere in France," Jan. 22, 1918.

Mr. F. S. Gibons,
Central Station,
Chicago, Illinois.

Dear Mr. Gibons:

Your letter December 4th was received January 15th, also the enclosed copy of letter No. 1, prepared by the Vice-president, which was indeed splendid information to place before the public, and will call to their attention some things of which they have little knowledge.

Replying to your inquiry about the I. C. R. R. magazines. We have received

some of the magazines but the packages seem to have been broken open and very few reach us. We have not received them with any regularity or promptness. We do greatly appreciate the publication and hope to receive it regularly.

The Christmas presents to the boys reached here December 28th and a very careful check and division for each man was made and special delivery was made to each individual with Mr. Markham's compliments. Some of the other lines sent their men packages in small lots, many of which were lost and some are still straggling in. We had a better selection than any of the others, more appropriate articles furnished. The selection could not have been better. I wrote Mr. Markham January 17th thanking him and the employes for their kindness. The company with others of the regiment is separated into detachments necessary in operation and in order to show you what one of the detachments thought of the presents, I am enclosing their letter showing their appreciation. Other detachments were equally as profuse in their thanks to all of you.

I beg leave to report Company "A" is still in splendid health and every member doing his part well. I communicate with Major Bent every few days by telephone. He is fine.

We are wondering what Government operation is going to do with the Railroad properties and what effect it will have on the employes. We hope the change will be instrumental in assisting in the preparation for battle. Your press tells you the facts about the war. Congressman McCormick was here with us and knows the facts.

With my kind personal regards to all.

Sincerely,

J. M. Walsh.

From Capt. J. M. Walsh.
13th Engineers (Railway)
U. S. Army.

"Somewhere in France," December 31st, 1917.

To the Employes of the I. C. R. and Y. & M. V., who
subscribed to the Christmas Fund for Company A:

This Regiment, as you doubtless know has taken over and is now operating one of the most important Military Railroads in France, and of course, has been divided into a number of detachments which have been stationed at various points on the Line. The men whose names appear below are all Company A men.

We received the bountiful Christmas boxes so kindly and thoughtfully given by you and needless to say, they were fully appreciated. All the articles were exceedingly well chosen, with just the right proportion of necessities and luxuries, and will greatly enhance our comfort and pleasure. It is indeed grateful to know that our comrades at home are thinking of the boys over here, and that knowledge strengthens our determination and softens what few hardships we must of necessity endure.

Under the circumstances our Christmas was a very pleasant one, with lots to eat, good weather and the candy, tobacco, etc., which were so generously supplied by you.

We sincerely hope that your Christmas may have been a gladsome one and trust that the New Year may be the happiest and most prosperous one you have ever known.

Gratefully yours,

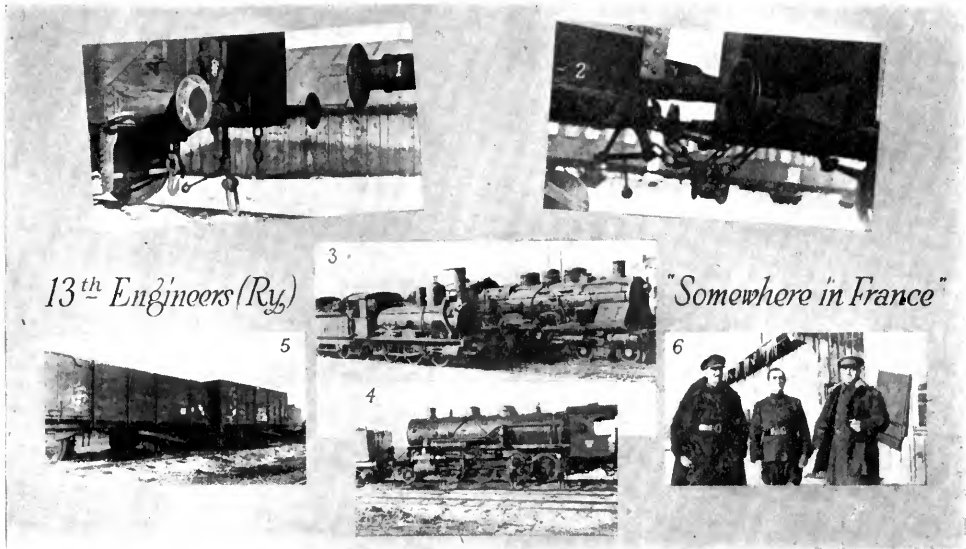
Carl N. Roe, Paul R. Reed, Iver E. Millerstrand, J. Guy Wilson, Ivan Carter, S. J. Bowles, H. W. Clark, D. T. Hester, John J. Sammson, E. M. Heely, George L. Collins, John B. Dent, Geo. E. Siemer, J. Kelleher, Roy Boyd, L. I. Crowley, H. C. Queen, Lawrence J. Ryan, David R. McKee, J. James Banks, T. F. Quinn Patrick J. Cahill, David W. Scannell, Louis V. DuLude.

France, Jan. 24, 1918.

Mr. F. B. Bowes, Vice-President,
Illinois Central Railroad Company,
 Chicago, Ill.

Dear Mr. Bowes: I am enclosing five or six pictures, some of which might be suitable for publication in the Illinois Central Magazine. One shows the comparative size of two styles of French locomotives, one shows one of our new American locomotives, one shows two French trucks (note hand brakes), one is of Capt. Walsh and two newspaper correspondents who visited us recently (Junius Wood of the Chicago Daily News on right), and the other two show the details of the coupling systems. The end view coupling picture shows the coupling links and swivels, the bumpers, emergency chains and hand brake lever. When the cars are coupled, the extra coupler is hooked back under the car (note picture of coupler attached). I gave Capt. Arn two of these coupling pictures and understand he is also sending them back.

We recently received the last of the 45 U. S. locomotives for use on this line. These displaced 70 French engines. The French engines are very well built, if



1 AND 2.—DETAILS OF COUPLING SYSTEM, FRENCH CARS; 3.—COMPARATIVE SIZE OF TWO STYLES OF FRENCH LOCOMOTIVES; 4.—ONE OF THE NEW AMERICAN SUPERHEATER CONSOLIDATION ENGINES; 5.—TWO FRENCH TRUCKS; 6.—CAPT. WALSH AND TWO NEWSPAPER CORRESPONDENTS (JUNIUS WOOD OF CHICAGO DAILY NEWS TO THE RIGHT).

they haven't the power. Those of the smaller type enclosed have been in operation as long as 50 years.

I am not in the office any longer, but am official photographer for the regiment and located in a room of my own. I took the coupling pictures, but only developed the others. They gave me a slight increase in rank on the first of the year and promised another stripe when certain men on detached service are permanently removed. I have been all over the line for the purpose of getting certain pictures, and as I am doing work for all the officers and men with cameras, I will have a very comprehensive collection when I return, for I always put by one of the good ones. The officers frequently take trips to the trenches and next Sunday I am to go along with them to visit a famous numerical hill and get some pictures there.

Best regards to yourself and Aunt Elizabeth. I presume you have received my last letter. The last mail I received from the States was dated Dec. 2, nothing having been received for three weeks.

The coldest we have had so far is 20 deg. (F.) The past week or so it has been unusually mild.

Sincerely,

A. A. Archbold, Jr.

P. S.—If you can suggest any other kind of picture that would interest railroad men, would be glad to furnish it.

The Lucky Thirteenth

By D. L. Hall

Now we don't claim we amount to much;
 Us Blankteenths Engineers,
 But we're going to get the Kaiser
 If it takes us fifty years.

We left the dear old U. S. A.
 One bright day last July
 And sailed for seven days and nights;
 No U. boards did we spy.

Then Sunday morning rolled around
 Our journey almost done,
 When suddenly a deafening sound,
 Our trusty six-inch gun.

The Kaiser thought he had us,
 As could be plainly seen,
 When off our port, somewhat behind,
 A super-submarine.

She cut loose one torpedo,
 We zig zagged as it came;
 She only missed us fifty feet.
 God bless our lucky name.

The old boat leaped ahead,
 Our captain cried "Full speed";
 A shell tore through our upper deck,
 "They've got our range, indeed."

Our guns roared out defiance.
 The shells flew thick and fast,
 Some fell short on our starboard,
 One got our wireless mast.

The battle lasted for an hour,
 When, on the horizon,
 Two dandy British destroyers
 Came racing swiftly on.

A shout of joy rose from our decks,
 We knew that we had won

Our first encounter with the foe,
 The proud and haughty Hun.

And then we sighted Ireland.
 'Twas off the Irish Sea,
 We put the Kaiser's sub to flight,
 'Twas a famous victory.

From Liverpool to Birmingham,
 And thence to Salisbury Plain,
 Where Cromwell's mighty warriors,
 Won their immortal fame.

We marched before the King and Queen,
 First time in history
 A foreign nation under arms
 Did London ever see.

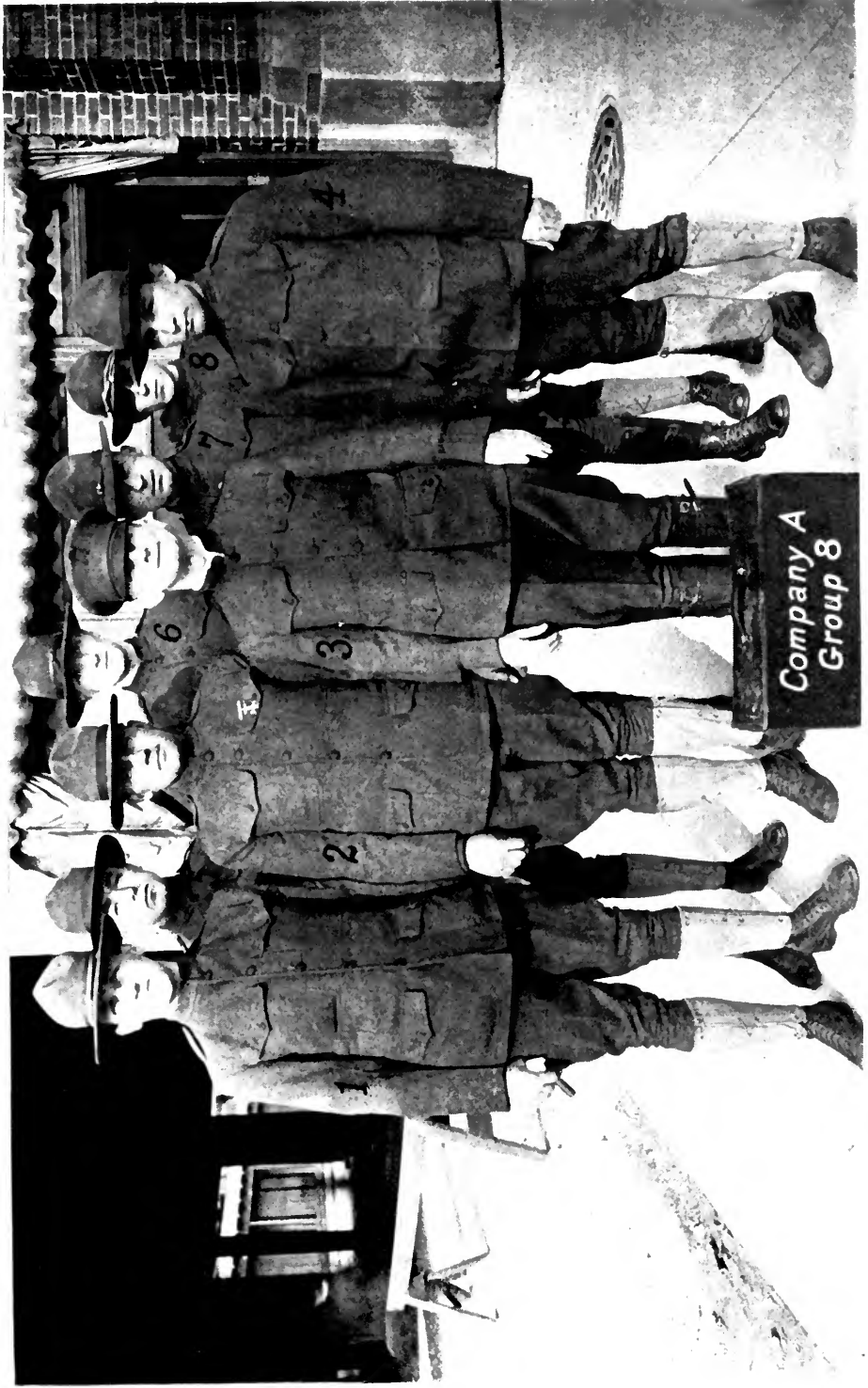
We passed down Piccadilly,
 The Strand and Leichester Square,
 They cheered us to a "fare ye well,"
 Believe me, we were there.

We stayed three weeks in England,
 And trained at Bordon Hants,
 We took ship at Southampton
 And crossed to sunny France.

We've raised Hell in _____
 Where Joffre's fame was won,
 We've seen the sights of Paris,
 And the ruins of famed _____.

But we've settled down to business now,
 We've got this war to win,
 And when you hear from us again,
 We'll be marching on Berlin.

O, we don't claim we amount to much,
 Us Blankteenths Engineers,
 But we're going to get the Kaiser,
 And it won't take fifty years.



1.—HUGH McKEE; 2.—W. C. ROE; 3.—CAPT. J. M. WALSH; 4.—W. T. PASCAL; 5.—R. J. BRUNNER; 6.—H. R. HALLVERSON; 7.—D. D. COONS; 8.—H. C. ROSSETTE.

WINDY CITY ECHO

(COUNT THE LETTERS)

13TH ENGINEERS, (RY) U. S.

Vol. 1. No 1

FEBRUARY 13, 1918

PRICE 2½ Washers

THE COLONEL'S MESSAGE

The members of this regiment, having grown accustomed to the more or less novel conditions which surround the work upon which they are engaged and to the equally novel if not always comfortable conditions under which they must live, it is natural that they should turn their attention to devising ways and means of recreation and amusement to while away the hours when not on duty. It is in that spirit and largely with that object in mind that the Windy City Echo makes its first appearance. Unlike commercial newspapers it does not aspire to a large number of subscribers and advertisers but to a large number of contributors and its success or failure will be measured in part by the extent to which this aim is realized.

It is in no sense an official organ. On the contrary it is the work of the soldiers of the Regiment acting through representatives chosen from each company and only such restrictions will surround its publication as are required by the censorship regulations and for the maintenance of military discipline.

The Echo has before it a great field of usefulness. Besides its success as an entertainer and as a medium for the exchange of ideas, which seems to be assured, it can do much to stimulate Regimental Esprit and to initiate and foster various other forms of recreation and amusement.

That it will seize these opportunities and thus become a powerful instrument for good in shaping the destiny of the Regiment is the earnest wish of the Regimental Commander.

C. W. KUTZ.

OBITUARY

Prudent R. Van Hissighem, Company B, was fatally injured by being thrown from his train at S----- on December 27th, 1917. He was born in Nevele, Belgium, and enlisted from East Moline, Illinois, where he was employed on the Chicago, Rock Island & Pacific Railroad. He was a good soldier and a good friend, and the first man of the regiment to lose his life on active service. He was buried with military honors at F----- the day following his death. The services were conducted jointly by Lt. Cutler, Chaplain, and a French priest from the hospital.

Jesse C. Main, Company D, died at Ameri-

can Base Hospital No. 13 on December 16th, 1917, from a complication of diseases resulting from typhoid and pneumonia. He was removed to the Base very shortly after being taken sick, and during his five weeks there was in daily communication with friends from this regiment convalescing there. He was 27 years old and enlisted from Stillman Valley, Ill., and had worked for the Chicago, Milwaukee & St. Paul Railroad. He was buried at the Base, and a dozen men from the regiment, were able to attend the funeral service. He was a very cheerful, willing worker and was widely known in the regiment.

BUCK UP

Buck up boy, it ain't so bad
Dog-gone, it might be worse,
A soldier's alive until he's dead
So why climb into the hearse.

Of course you're takin' a gambler's chance,
But it's a hundred to one you'll win,
So just buck up it ain't so bad,
Accept it all with a grin.

You wanta go back? Well so do I
And it's that that I make you fight,
But you can't give in to the inner man
And expect to do things right.

Why cuss it kid, think of the guy
Who ain't seen home in years,
If you've gotta feel bad, feel bad for him,
He hasn't got time for tears.

So forget about the lonely streak,
Remember the part you play,
You're over here to do your bit
And until then you've gotta stay.

You're thinkin' about the folks back home?
Well they're thinkin' about you too,
They're mighty proud you're over here
So why the devil feel blue?

So just buck up, do your share,
And don't it wear a smile,
It's the things we here to fight hard for
That makes our lives worth while.

Why it's all a part of life's big game,
Loneliness, love and joy,
But it's things like that, that make the man,
Be a man, Buck Up, my boy!

TED SULLIVAN

Med. Dept.

APPRECIATION

The 13th wishes to thank each and every one of the friends back home who were instrumental in making our Christmas more enjoyable by sending over here Christmas boxes and various other forms of presents:

A large proportion of the Christmas boxes received by the men were grouped in Chicago and shipped in large boxes, which secured very prompt handling and insured their arrival with minimum of loss and breakage. Every man in the regiment appreciated the amount of trouble it was to do all the work in connection with notifying their relatives and getting the packages together. On behalf of the men we take this opportunity of expressing their hearty thanks to Mrs. W. C. Langfit, Mrs. R. D. Black, Mrs. N. L. Howard, Mrs. C. A. Holmes, Mrs. E. E. Stoup, Mrs. E. H. Shaughnessy, and Mrs. V. H. Hagelbarger.

In addition to this the employees of the following railroads, which are represented by a company in this regiment, are tendered the grateful acknowledgment for work they have done for the men:

Illinois Central
Chicago, Rock Island & Pacific
Chicago Great Western
Chicago, Milwaukee and St. Paul
Chicago & Northwestern
Atchison, Topeka & Santa Fe.

Another of our benefactors was Vice President E. A. Howard of the Chicago Burlington & Quincy Railroad, who provided cigars for every man in the regiment.

In spite of the fact that the men from the Chicago, Burlington & Quincy are scattered among different regiments, the employees of that railroad got together a fund of more than \$500.00 which will go far toward providing the little extras which help so much in padding up the regular ration allowance.

Officer of the day : « I saw you lying in the gutter last night. »
Joa Burnes : « Yes sir, two Master Engineers were holding me down. »
O. of D. : « Who were they? »
J.B. : « Haig and Haig. »

Have you noticed that all the French girls have the Arc de Triomphe in their eye?

WINDY CITY ECHO

The unofficial organ of the 13th Engrs. (Rty) U. S. Army. Published monthly on the 13th. Price 25 centimes, per issue. Subscription rates to be announced later.

S. L. Beckwith, Editor-in-Chief.
W. N. Bissell, Editor & Treasurer.
W. Burns, Managing Editor.
D. I. Hetta, Circulation Manager.
H. E. Reading, Sporting Editor.

PRAISEWORTHY EFFORTS

This issue being the first, it would not be complete without a word of praise for the manner in which the men of this regiment as a whole have taken hold of a railroad in a foreign country. Without knowing the language or customs of the people, you followed rules and regulations which, according to your advanced railroad experience, would seem unnecessary, and followed them without word or question, and have accomplished wonders in an unbelievable manner, bringing praise from the French and from others who understand the difficulties which the regiment is up against. All this goes to show that the foundation of our success is discipline, which was instilled into us from the day we were organized.

Let's continue in the good work, and show the people here and back home that you, with your experience as railroaders, can overcome any difficulties that may arise, and highball 'em through as fast as they come.

Three cheers for « Treizième Genie »!

OUR CHAPLAIN

The 13th is lucky, as usual, in securing the services of Lieut. William Henry Cutler as Chaplain. His method of saving souls is not restricted to sermons once or twice a week, but in addition to his man-to-man talks on Sundays which are well attended, he has shown great energy in staging various « home talent » productions at the Y which have afforded a great deal of amusement for us all. In fact, conditions have improved so much since he has been with us that the men now have little excuse for leaving camp in search of recreation and amusement.

Lieut. Cutler's previous service « over here » in the ambulance service is probably one reason why he is so successful in securing co-operation from the men, as he had the opportunity then to learn just what things are necessary to make an American soldier's life in France more agreeable.

OUR PROTEST

Ring W. Lardner is hot after the newspaper man who started calling American Soldiers « Sammies ». He devoted considerable space recently to the universal dislike among the United States soldiers at being tagged with any such label and says that simply because some newspaper reporter started it is no reason why it should be kept up. We are with him strong and hope that the people in the States will soon « lay off » that Sammy « Stuff ».

TEN MINUTES ON STATE STREET

A minstrel show was put on at the Y on short notice Saturday January 26th, and it made such a hit that it was repeated the following Tuesday. The « Y » was packed to capacity both nights and on the second night there were present as guests most of the nurses from the French Hospital, a large number of French officers and soldiers and a good many Engineers from up and down the line.

The Hack Drivers Quartette, composed of Wagones Larimore, Stark, Hattrem and McMannamon, and the Alcohol Four, composed of Cook Keller, Nelson, Drexler and McMannamon rendered their favorite selections and got « beaucoup » applause. Tom McMannamon put on a sketch entitled « Cowboy Joe » and Bathhouse John Roblison with a recitation and song pleased everyone.

Cook Keller made two appearances with « Alexander's Rag Time Band, made up of Landers, Tetreau, Nelson, Drexler, Bushnell, Stein, Pederson and Collignon, and went big.

Engineer Miller sang « If you want to be a Soldier, Join the 13th Engineers » and followed with two popular recitations. Corporal Gooch, with his fiddle, and Shrapnel Steio, at the piano looked like big time. Submarine Frank Buerge acted as Master of Ceremonies and got away with several good gags with local color. Curly Moors got the decision over the Masked Marvel after a good bout, and McMannamon and Bushnell put on a clever skit entitled, « The Master Engineer and the Private ».

The hit of the evening was the three Jelly Sisters, from Jar, who shook down the house. The first night was considerably more of a scream owing to the fact that several of the most artistic touches were censored. The boys who put this show on deserve a lot of credit for their willingness in coming from the States to pass away the weary hours of the soldiers.

If there is anyone who took part in the show whose name does not appear here please advise the editor and his name will be printed next month, without charge.

Y. M. C. A.

Dr. Cooke announced that he has many lost articles on hand that were lost in and around the « Y ». Owners can redeem same by calling and identifying them.

A regular night for « movies » will be announced as soon as it can be ascertained when the films can be sent on a regular schedule from Paris.

SPORTS

Robert J. Jennings claiming the light weight wrestling champion ship of France hereby challenges any aspirant for the championship at 135 pounds.

Paul Doty hereby challenges any body in France at catch as catch can wrestling at 158 pounds. Address all communication in regard to both Jennings and Doty to sporting Editor Windy City Echo.

Through the kindness of our commanding officer, Colonel Kutz, we will soon be able to have an in-door out-door base ball diamond laid out between the garage and F Co's kitchen, and it is the desire of Lt. Thos. P. Horton, Regimental Adjutant, that each company organize a team forming a league comprising at least six teams; playing under a schedule with regular assigned umpires and at the termination of the league schedule challenge teams in other organizations for the CHAMPIONSHIP OF FRANCE. We will call a meeting in the near future and would like a representative from each company present.

THE STOVE PIPE POET

When the old camp stove is roaring,
And the Barrack's nice and warm,
When the members of the stove pipe
Around the fire do swarm.

The meeting soon is 'opened,
By one with inside dops.
The war will soon be over,
For the Boche are out of soap.

Come off! Who told you that junk,
Another one will say,
They haven't any carrots,
And are running short of hay.

That's right. A brother answers,
It will end pretty soon.
I saw last night at eleven,
A ring around the moon.

Now let me tell you something,
Says a joy-killer full of wine,
The Kaiser will keep this war up,
As long as he's got a dime.

On no! says a Buck Private
We'll all be home this year.
The Germans are deserting,
Because they get no beer.

We heard each one's opinion,
And its time to bit the hay.
The stove pipe meeting is adjourned
And the war will end Some day.

The Prohibition Order reads, « there is no bar on Beer or Light Wine, » Yes, we noticed that after looking for one.

One nice thing about France, you can satisfy a Champagne taste on your Beer income.

Y-our

M-oney

C-heerfully

A-cepted.

Notes from the Officers.

Lt. Mueller's better half moved to St. Louis last week.

Lt. Nash from Louisville was down to the Windy City, on the evening of the 27th to see Submarine's « Jelly Sisters ».

Lt. Von Blucher is aiming to be a « Foot light star ». He made his debut in the Windy City a few weeps ago, at the « New Idea » Theatre.

Our popular Adjutant Lt. Horton is a daily caller at the Railway Exchange Building, especially on rent day..... Yes, boys, its weekly inspected.

Lt. Tope and McConnell were relieved of their French mustaches, by the Official Barber, in the Windy City last week.

With Lt. G. C. Kennedy it's all Santa Fe.

BEATRICE PINARD

ADVICE TO THE LOVELORN.

My petite Marie, with whom I have spent many enjoyable evenings, now scorns me, and says that she loves another. My hair is thick and wavy, my eyes bright and clear, my teeth are pearly white and all in all. I'm not hard to look at. I spend « beaucoup » francs at her « epicerie ». I don't « compris » her « toute suite » drop in « centigrade ». Can you think of anything I can do to reinstate myself in her « amour ». A.A.A.

« Fromage ». You say your sweetheart loves another. If you had said another American or another French soldier my reply would have been easy, but not knowing we flipped up a coin, and it came down heads, so we decided it was a Frenchman who has stolen your « confiture ». You have lost her, A.A.A. unless you change your method of attack.

THE STOVE PIPE COLUMN

250 bags of mail tomorrow.

°°

The war will be over by next month.

°°

All civilians have been called in from this section. Big offensive next week.

°°

Last night the French took eighteen miles of wireless and captured twelve mounted stenographers.

°°

No more rice after next week. Pork sausage and pancakes will be the regular breakfast ration.

A

Corp. McKee — Editor.

D.L. Bowen, the hem-stitcher, received a nice letter from Superintendent S.J. Hays of Memphis the other day in which he asked to be remembered to all of the boys. Says they are working 54 eight hour engines in Terminal. 12 inches of snow in Memphis December 7th to 21st; coldest weather in 40 years.

« Ollie » Mattice, Company's « Butcher » came into tailor shop and had 9 stitches taken in the seat of his pants. It was found out before them on a barb wire fence but can't say whether he was going after something or getting away from some one. He will recover.

Understand « Chipmunk » Roe is getting so he can sing, or else the boys are getting used to it.

B.G. Spear went to the Elite Burlesque Company's show twice but was disappointed the second time because the Jelly Sisters did not put on their act due to the fact they caught a severe cold the first night. You can't blame Spear. At least M.L. Kelleher says he don't.

Ask « Mouch » Landis if he really did run into a telephone pole or if some one hit him with one. Nit S. Palmer says he don't believe « Mouch » could whip 12 men.

Corporal Pascal, Chief of the Brigade Detective Agency, has just received a new lot of disguises. As the weather is getting warmer he has to do good business before Spring if he expects to win a War Medal.

B

Sgt. H. R. Tinsman — Editor.

Charley Barta tried the regimental laundry. We refer you to him for recommendations.

Top Sergeant Florian M. McKinney splits kindling wood every evening at eight. Bring your lumber to the company office window.

(Calk) Zody and Slim Evans spent some time in S. but they managed to get in to headquarters occasionally, especially when the money box was full.

Claudie Cox and Charlie Natchelder seem to find some attraction in C. Claudie's marriage; in London was suddenly called off. The mystery deepens.

« Submarine » Burge and Mapea received « bad orders » in the same mail sack. One look satisfied « Sub » that it all belonged to Mapea.

Ben Johnson: Don't think the Germans are dropping bombs every time a water glass breaks.

Jimmie Legs Jones, who boasts of one enlistment in the Navy, has placed a bucket of water alongside of his bunk so he will feel at home.

Zody has acquired the name of Ben Hur on account of his many chariot rides.

Garrett and Steinsick announced their Paris address as being the Y. M. C. A.

« Booger » Red Ingram claims the French machines with the large verandas cause his hair to turn red.

Jim Legs Jones has ran out of brass polish. Kenneth Moore bought a magnet and hung it over the steam gauge so he could hold the hand up to 180.

Corporal Earl S. Dunagan bought a pair of binoculars so he could distinguish the difference between Sgt. « Buck » Hamilton and a French machine.

C

1st Sgt. Harrison — Editor.

We are wondering if the old saying is true, « Birds of a feather flock together », as day after day we see our well known Corporals, Willis Davis and Clark Boswell somewhere in the vicinity of our busy terminal completely surrounded by a crowd of « Annamites ».

Ralph Baxter has developed a very bad habit of talking in his sleep and yet he is wondering how we found out of his trip to Paris.

George Keller has been seen inspecting the fire boxes of the new American engines which are now stored in « the garden ». Evidently fire boxes have served George to a good purpose before — for information ask George.

We suggest that Aubrey Bruce be relieved of his duties as night machinist and promoted to mail carrier, as he has shown much efficiency in that line.

Frank Burcham, our worthy engine watchman, has added to his personal appearance very much by the handsome moustache which adorns his upper lip.

Art Graham, our Oelwein machinist, is handling the air work in the mechanical department. Air seems to be a pretty good line with Art.

D

Corp. D. E. McMitten — Editor.

Can you imagine???

Joe Burns as any thing but a comedian.

Huddleston without a laugh,

Olson without a complaint,

Pat Coyle with a day off.

Cavanaugh without a bottle of milk.

Miller without a new song of his own composition.

Oscar Helman shoeing horses.

Draeger complaining about being over worked.

« Henie » Klop loafing.

Joe Lass wanting anything but a transfer.

Jerry Dillon with a broad smile.

Geo Anderson with chevrons.

Doyle not asking for mail.

Howard Tibbals without a letter.

Geo Van Deursen with a shave.

Reuben Armstrong if he was as big as Chet Johnson.

Flannery at one job more than two days.

Eddie Lee showing any signs of homesickness.

Frank Liebfried with much to say.

Joss Schlater or Einar Risberg making a lot of noise.

Walker not hearing from his girl in C-----

Haskins without a frown.

Benedict as any thing but a band master.

Chet King not getting a box from the States.

Ollie Marchant as anything but a first class cook.

Myers as Chief Gardner on the ----- Line.

« Héd » O'Keefe as proprietor of a cafe on State

and Madison, with Pat Campbell and

Phillip Scully as head waiters.

Hart without a long tale to relate.

Brassard and Elston climbing a telephone pole

to escape an air raid.

Nolan, Shand or Schlater on the stove pipe

committee.

Lynn Pesse refusing a call.

E

Pvt. J. R. White — Editor.

A good natured rivalry has sprung up between Pvt. Geo. P. Costigan and Pvt. Ed. O'Conner over who can « get by » with the most « Stove Pipe ». Geo. P. probably has the shade at present, through reports of Bow Koo mail at Headquarters; but insufficient sacks to send it out in. Also by inducing Mike Sparck to wheel a wheelbarrow to the hind end of a long train for the mail and on arriving there received the merry Ha! Ha! from a brother on the rear of train. Eddie is running a close second passing out the grave numbers of the members of Company E.

Corporal B. Fortin is wearing a down hearted look of late. Benny has been playing the part of Romeo in a village, « Somewhere in France », but the night before the « fatal day » his Juliet parted to far off Bordeaux.

Private Franke Morkes fell off the proverbial water wagon (of a locomotive) on New Year's eve, spraining his ankle. He is now around as spry as ever.

Shorty Newtoo has a whistle on his Stationary Engine in which he takes much pride. The only fault with same is — when he blows the whistle the engine stops.

Private « Spot » Herrington has been receiving the congratulations from his brothers on his recent coronation.

Private John Burrell has recuperated from injuries and has now resumed duty « passing the cubes ».

« Doc » Seagrove — OD located with quite a few Company « E » men is making a violent — protest against too much salt in the sauerkraut as he atones after enjoying a repast in salty sauerkraut the boys drink too much water, therefore « Doc » has to carry extra pails to keep the bag full.

Cook Charles Gilligan with the assistance of « Colonel » Woods and Frank McNeely is kept busy appeasing the hunger of the boys at one of the large detachments.

F

Pvt. E. A. Creech — Editor.

Jimmie Pyle claims to be the man who put the « P » in Pinard.

We proudly announce the fact, that a Company « F » man had the distinction of « pulling » the first Presidential special over our section of the line, and « Billy » Roberts was the lucky « Hogger. » Billy says, that he wouldn't have changed places that day for a regular job « pulling » the 20th Century Limited.

Corporal « Doc » Ruggles, handles the « briquettes » in a mastery fashion, after all. Ask the Headquarters Bunch if you don't believe it.

Private Thomas says, that he doesn't like « pineapples », the kind they make in Germany. Can't blame you Thomas.

I wonder what the attraction is, that a certain member of Co. F finds in one of the several hamlets adjacent to our barracks? Danny Butler, please write.

Sergt. Warren's hog ranch is progressing to great shape. « Sarge » says (with a grin) that pork chops will be plentiful in Windy City, before long, then breezes happily on his way.

Sergt. Sommers (Mess) claims the championship, when it comes to putting out good coffee. That's right, Fred, we all agree with you.

Private Peterson has installed a « Private Office » in Co. « F » Mess Hall, owing to the expansion of trade. (He is in the « Pearl Diving » industry).

M. Gustave Martinson says, that his two friends in 2--- are « Pas bon ». Wish he would tell us sometime who they are.

Private Pilkington claims, that he does more work than any other man in the Regiment. How about it fellows?

Anyone wishing to procure copies of « The History of the Thirtieth » can get them at the « Y ».

HQ

Corp. J. P. Casey — Editor.

The Wagoners' Victory.

Considerable rivalry exists between the men in Barracks 35 and 36. The men in Barrack 35 planned a secret attack by which they intended to inflict severe losses on the men in Barrack 36. Sgts. Carr and Llette, Sgt. Major Beckwith and Master Engineer Doud charged from the rear. They had a good supply of snowballs, but Cheese Martin was on outpost duty and sounded the alarm. « Dirty » Walsh, « High Irish » McMannam, Tom Ladders and « K.P. » O'Gallagher, « Gustagus » Casey and his brother « Moss » responded to the call. The packing was fine and the Barrack number 36 men took them like Grant took Richmond. The drove the enemy back into their quarters and followed them in despite the protestations of « Kentucky Jim » Hayes, and « E. Floribus » Dudley.

The Barrack 36 men are resting on their laurels but would rather be resting on their cots.

--- Lest You Forget ---

We have a number of men who are sick in the Base Hospital. It is rather lonely for a fellow to be laid up in a hospital. We cannot visit them, but why not do the next best thing by writing a few lines. Their addresses may be secured from Regimental Headquarters.

We are all pulling for the men from our regiment who are in training for Commissions at the Army Training School. While we deplore the loss of such genuine good fellows from our midst, we believe our loss is our country's gain.

Wagoner E. Walsh strenuously objects to having his name in print. But we all envy the Human Alarm Clock. Anyone who can habitually pull himself out of the hay at six bells is worthy of honorable mention.

Corporal Jack Grosvenor is laid up with a sore foot. We sincerely hope that he will soon be back doing his work in the Supply Department in his usual business-like manner.

Color Sergt. JoJo Llette gave the big city the East and West and came back with glowing accounts of his activities while there.

MED

Pvt. R. Frey — Editor.

Pat, the demon Atlas driver is back from Savannah. He still has aspirations to join the aviators. You can get just as many medals, Pat, if you are a good ice skater.

After coming back from Paris, Pat says he found out something new in geography. He says Paris is the first and second city in the world.

Robert W. Morris (Son of Old Man Morris) has been transferred from F.... to F.... and now we don't know whom to congratulate or sympathize with.

If Boyle hadn't gone to C.... he might have come to a head in the M.D.

We have our own little Espionage System and some of the M.D. Propaganda would even make a Hun blush.

We never knew what an « Acting Sergeant » was until we saw Cliff acting.

Between Bob Frey and Slew Grant we are wondering what kind of a time Paris had.

Private Patebaude (Note : not FIRST CLASS) has a secret ambition which is evident every now and then. He wants to become an officer. We don't know what Rank, but whatever it would be Pattie sure would make a rank officer.

Robinson is back among the cots at F.... and now we'll have to enlarge the quarters to accommodate him.

Harris is getting Three Dollars and Sixty Cents more a month than he did a month ago and now he says he don't care how long the war lasts.

Heimes has increased his insurance five thousand dollars since visiting Paris, saying he don't care what happens to him now.

Castignino has learned the French Language so well that he won't associate with us any more.

Bortz probably is getting more out of this experience than any of us; he's such a rubber.

IN PARIS

« Where are you located? »
« Champagne District, Pinard Sector. »

.

You go to Paris green, and you come back a parasite.

Little Boy : « Papa, what's a Kaiser. »
Fond Parent : « You're too young to hear such language. »

.

The Christmas Mistle was such a success that we're afraid they'll never have another one.

.

« Oh! where are the Franca of yesterday? »

.

As a barber Jennings is a good wrestler.

Imprimerie spéciale du W. C. E.

"Somewhere in France."

Dec. 25, 1917.

Dear Sister and All:

As it is Christmas, will write you to let you know that my tho'ts are with



PRIVATE I. D. HOLMES AND HIS SECTION GANG NOW "SOMEWHERE IN FRANCE." HE WAS FORMERLY IN THE EMPLOY OF THE ILLINOIS CENTRAL RAILROAD COMPANY, AND IS NOW "SOMEWHERE IN FRANCE" WITH THE 13TH REGIMENT ENGINEERS (RAILWAY).

you. Would like very much to spend the week at home and with you. Altho' many miles are between us, my heart and my thoughts are back home with you. It is very sweet to know that you all at home are for us and remember us on the good old yuletide days, whether you all know it or not, but it makes life so much sweeter and easier for us. We all get presents from the Red Cross today and I understand that we are to get some more in a few days and will get what the employes are sending us. The Y. M. C. A. and Red Cross are great organizations. Will never forget either. And the Ladies of Milwaukee, Wis., sent us some presents. Isn't such a bad war after all, is it? We had fresh pork for dinner today and will have turkey tomorrow. Wouldn't you like to take dinner with us? Well, I don't know anything new to write this time. Will write you real soon.

Your sincere Bro.,

I. D. Holmes.

A Letter from a Former Student of the Station Training School

West Point, Ky., Jan. 21, 1918.

Mr. E. A. Barton,
Chicago, Ill.

Mr. Dear Mr. Barton:

I arrived in West Point O. K. and am working. I think I am going to like the work fine. I can see that your training was of the highest class, and I want to say that I highly appreciate the most excellent training received in your school. You certainly put a fellow on the road to an agency. Please write me. I remain your former student,

A. Howard Williams.

COPIAH COUNTY

HAZLEHURST

CRYSTAL SPRINGS

MISSISSIPPI

Copiah County, Mississippi, is situated in the 31st parallel of latitude, and has a population of 36,000. The climate is delightful, the summers long, but never too warm on account of the modifying influence of the gulf breeze, and the winters usually short and moderate. The coast breeze makes even the mid-summer nights pleasant. It is one of the healthiest sections of the South. The annual rainfall is about 50 inches, but the County has a good system of natural drainage, and the supply of clean water of excellent quality is abundant.

Schools

The schools of the county are maintained seven months each year. The principal rural communities have established Consolidated Schools, with modern two-story, well equipped school buildings. The pupils are transported to and from these schools in auto or wagon carriers, which is easily done on account of the excellent system of pike roads throughout most of the county. There are 20 Consolidated Schools in the county; 40 wagons and trucks are used in transporting pupils and the enrollment runs from 100 to 250 pupils per school.

One of the prides of the county is the Copiah-Lincoln Agricultural High School, located at Wesson, and owned jointly by Copiah and Lincoln counties. It has a plant valued at \$100,000.00. Here the farmer boy can get a good education at low cost.

Agricultural Opportunities

Copiah is naturally an agricultural county, and its soil and climate make it well adapted to diversification in its broadest meaning. It is composed of two distinct types of soil, the western half being part of the fertile brown loam type, and the eastern half the great truck producing area of the Long Leaf Pine area. Before the boll weevil the principal products were cotton and truck. Of recent years the old system of farming has changed and the farmers have given more attention to diversified crops and live-stock, which has made them more independent than ever before.

While Copiah county is by far the lead-

ing truck growing county of the state, and one of the leading tomato producing sections of the world, there is perhaps no other county in the state where the farming interests are so well balanced. The soil and climate of this county make it very admirably adapted to the growing of all general crops found in the South, and the good grazing lands of the western half make cattle and sheep raising very profitable. The county was one of the first in this section to become "tick free," and pure bred cattle can be found in almost every community. Bermuda and lespedeza will grow luxuriantly in all parts of the county and furnish good pasture for all kinds of live stock. In fact, there is no other section of the state where the small farmer can find the advantages offered on the low priced lands of this county.

Conditions Ideal for Small Farmer

Our conditions are most ideal for the small farmer who wishes to grow dairy cows, hogs and chickens. This combination or type of farming is found to be very profitable, and although yet in its infancy, is growing rapidly.

Gravel Roads

Two hundred and fifty miles of gravel roads with 40 additional miles being built, make it easy for the farmer to market his products, and cream trucks are running regularly over eight different routes to collect both cream and eggs. This enables the farmer to market much of his products right at his door.

Community Co-operation to Build Good Herds

The farmers realize that the future of their herds depends upon the foundation animals selected, and in many communities are now using registered males of known breeding. In some instances these animals are bought co-operatively, thus making it possible for the small farmer to improve his herd at the lowest possible cost. Five registered bulls have been placed in one community during the past six months and many other communities are expected to do even better.

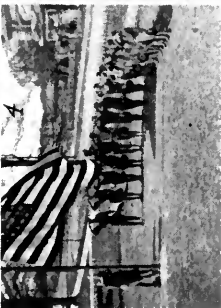
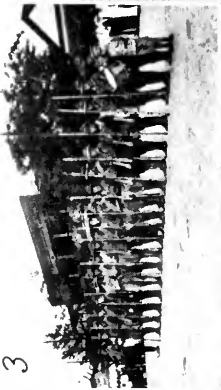
"Rooters and Cacklers"

Hogs and poultry are assuming great

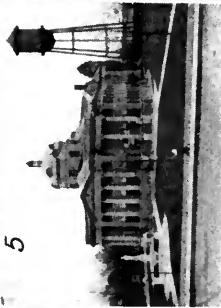
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Copiah County, Miss.

6



8

1.—SCHOOL, HAZLEHURST; 2.—SCHOOL, CRYSTAL SPRINGS; 3.—BOY SCOUTS, HAZLEHURST; 4.—SALUTING THE COLORS; 5.— COURT HOUSE; 6.—ONE OF 20 CONSOLIDATED SCHOOLS; ALL EXACTLY ALIKE; 7.—BASKET BALL, HAZLEHURST; 8.—DOMESTIC SCIENCE CLASS, HAZLEHURST.

proportions in the farming interests of the country, and will soon "root and cackle" their way nearer the head of the line.

Cotton

While cotton is not grown so extensively as it was a few years past, the county produced about 5,500 bales last year, on an acreage of about one-tenth that planted before the weevil came. To state the matter in a different way, as much cotton is produced per acre now as before the weevil came, but nothing like the acreage can be planted, since the new conditions call for intensive cultivation. This has really been the greatest blessing to our farmers. It is estimated that the mortgage loans on Copiah farms have decreased one million dollars in the last eight years.

A County Board That Believes in Progress

Our progressive board of supervisors for the county have employed and maintain both a farm and home economics agent to look after the farming and club interests. These agents, John C. Anderson and Mrs. Myrtle S. Dodds, look after the organization of agricultural and canning clubs among the boys and girls, and assist the farmers and their wives in the production, conservation and marketing of their farm products.

Home Economics Work

Copiah was the first county in Mississippi to put on the Home Economics work. That was in 1912. It has grown, and definite results have increased each year. During 1917 the 164 canning club girls and 200 home demonstration women conserved by canning, preserving and drying 4,245 pounds of dried fruits and vegetables. A large number of labor saving devices and home conveniences have been installed in the rural homes. Community spirit has been developed. The membership for 1918 is largely increased, and from the interest manifested there is reason to expect greater results than the year before.

Copiah Has Largest Health Resort in State

Browns Wells, located ten miles from Hazlehurst on pike road, in a 400 acre tract of native pines, is the largest health resort in the state, if not in the South. There are accommodations for 300 guests, and a large dance pavilion and a good golf course. Wealthy men from New Orleans and nearby cities are buying tracts near this health and pleasure resort, and converting them into model farms. The hotel itself furnishes a ready market for much of the eggs, poultry and other products of the farmers living near.

Banking Business of County

Copiah county has five strong banks, with combined capital and surplus of \$321,000.00. Deposits \$1,500,000.00. Total resources over two million dollars. The first bank in the county was established in the year 1882, being one of the oldest banks in South

Mississippi. The banks are very conservative in their business methods, yet very progressive, and every worthy enterprise will find them ready and willing to lend a helping hand. There has never been a bank failure in the history of the county. Sale of second Liberty Loan Bonds reached \$183,000.00,—our people are patriotic.

A Word About Value of Farm Products

The county ships about 2,500 cars of vegetables each year, made up mostly of tomatoes, cabbage, beans, English peas, carrots, beets, Irish potatoes and turnips. The annual value of vegetable and fruit shipments total a million and a quarter dollars. About 200 cars of beef cattle and hogs are shipped annually, bringing to the county about a quarter of a million dollars. The cotton crop in Copiah county last year brought the farmers, counting lint and seed, about one million dollars. About \$200,000 worth of milk and milk products are shipped annually, and the egg and poultry business brings to the county about \$100,000.00 annually. In addition to these "money crops," this is a fine corn, sweet potato, Louisiana cane and pea country. The farmer can "live at home, and board at the same place." Forty to sixty bushels of corn per acre are produced after vegetable crops. That is one of the great advantages of our long growing season, two crops are by no means rare.

Farmers Invited

Only about twenty-five per cent of our lands are actually cultivated. Fifty per cent of our lands are subject to a high state of cultivation, and the remaining 50 per cent can be used for woodland and pasture. The great need of this section, therefore, is small, industrious white farmers, to develop our idle lands. Lands are cheap. New citizens are gladly welcomed. In addition to good returns to the farmer who comes to Copiah county, we offer him the advantages of a delightful climate, the best pike roads in the state, a law-abiding and warm hearted citizenship, good churches and wholesome influences for his children.

Hazlehurst, the County Seat

Is a town of 3,000 population, with water works and electric lights (municipally owned), sewers, graveled streets, and about five miles of concrete sidewalks. The city school is one of the best in the state. It is housed in a two-story and basement brick building, heated with steam, having a faculty of twelve, and an enrollment of 400. It is in session nine months each year, and pupils from this school are admitted to the leading colleges and universities, if the entire course is completed. Departments of music, expression and home science are maintained in the Hazlehurst school, as well as in the other town and many of the Consolidated Schools of the county.

The county buildings are among the most

attractive in the state and occupy a square in the heart of Hazlehurst. About forty mercantile establishments serve the adjacent territory. The keynote of the business of the town is "service." The merchant not only deals in goods and wares, but he assists the farmer to find a market for his products. You can sell anything in Hazlehurst for cash. The result is a commendable spirit of co-operation between town and country.

Industries

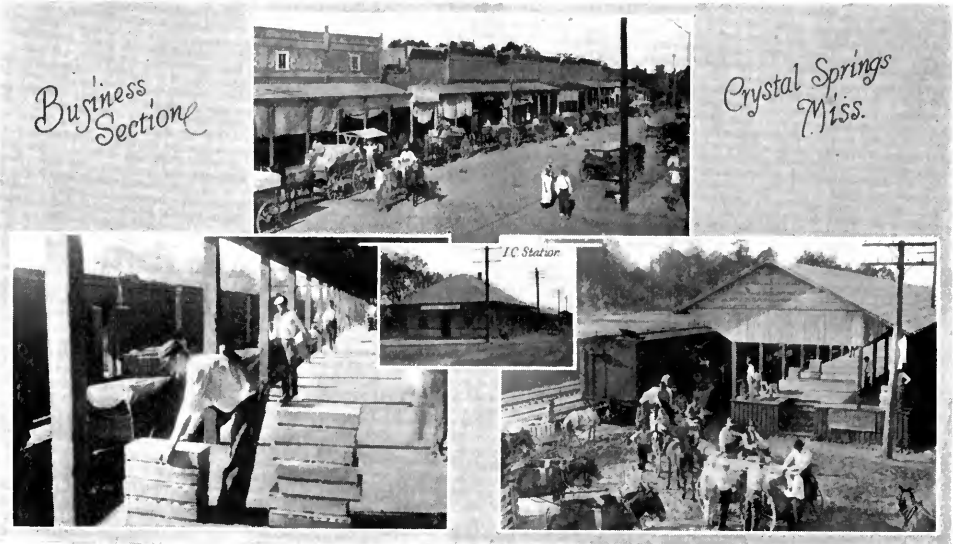
Hazlehurst has the largest oil mill in the state, which also manufactures large quantities of fertilizer for the farmers of South Mississippi and Louisiana; a large cotton compress, an ice factory, and a number of small saw mills nearby manufacture the na-

ture plants where the native woods are made into vegetable containers for the shipment of tomatoes, cabbages, beans, beets, carrots, and the other products of the truck farmer; also a large saw mill.

The fruit growers association operates a canning factory, where large quantities of the produce is cared for.

Mississippi Chautauqua

One of the most picturesque spots in the state is in sight of Crystal Springs. Nature and art have made liberal contributions to the beauty of the grounds. A lake with an area of 25 or 30 acres, and water as clear as the Crystal Springs can supply, is a thing of beauty and a joy to seekers of pleasure, health and rest. This is Lake Chautauqua in Mississippi. Fine fish abound in the



tive long leaf pine into merchantable lumber. A veneer factory, where native woods are made into vegetable containers.

A most noteworthy feature of Hazlehurst is the harmony and good fellowship existing between the various demonstrations in the town. The congregations often meet for union worship.

Crystal Springs

Crystal Springs, ten miles north of Hazlehurst, has a population of about 2,000, and is the largest shipper of fruits and vegetables in the state.

A fine school, well attended, expresses the progressive spirit, as well as the large stock of merchandise carried by the many merchants of the city which assures their patrons that their wants will be cared for.

Industries

Located at Crystal Springs are two large

sparkling waters. The commodious tabernacle will seat 1,500 people.

The Assembly has had regular annual sessions ever since 1895. On the platform have been orators, lecturers, musicians, soldiers and entertainers of national reputation. Oratorical and musical inter-collegiate contests attract large crowds of the most cultured people of the state. Many families own up-to-date cottages on the grounds and occupy them during the season.

Other Good Towns.

Wesson, ten miles south of the county seat, was once known as the cotton manufacturing center of the state. Through mismanagement, the large mills there have been idle for several years, but the substantial brick buildings are a standing invitation to men of means to make use of the opportunities there afforded. What

Wesson has lost in the closing of the mills, however, she has made good along agricultural lines. It is the largest shipper of milk and milk products in the state.

Gallman, Georgetown, Beauregard, Rockport and Hopewell are other good towns.

There are 25 rural routes in the county and practically every farmer has his daily mail.

Not Neglecting the Best Things.

Copiah county is well supplied with churches and schools, which is an index of the religious and intellectual life of the people. In almost every case where you find a church there is a school house hard by.

The principal religious bodies represented are the Baptist, Methodist and Presbyterian, with three or four small groups of Episcopalians and Catholics in the towns.

Within the bounds of the county there are thirty Baptist churches, with an aggregate membership of 4,800, with church property valued at \$75,000.

There are 19 Methodist churches in the county, with a total membership of 2,465, and church property valued at \$28,850.

The Presbyterians have three churches, with an aggregate membership of 350, and church property valued at \$10,000.

The population of the county being very largely rural, the overwhelming majority of the churches are located in the country,

and from the nucleus of strong community centers, which mold and direct the social and religious life and activities of the people.

Facts About Copiah County

County contains 497,109 acres of land.

Population of county is 36,000, with 2,200 in the draft age.

Assessed valuation of property on about a 60 per cent basis is \$11,000,000.

There are 250 miles of graveled roads and 40 additional miles in construction.

There are 800 telephones in country homes of the county.

There are 20 consolidated schools, and 40 auto trucks and wagons for transportation.

Box factory output valued at \$300,000 per year.

Five hundred and fifty bales of cotton last year.

The largest oil mill in the state.

County demonstration agents for home economic and corn club work, etc.

Two splendid health resorts.

There are 5 strong banks, with total resources of over \$2,000,000.

There were 2,500 cars of vegetables shipped last year.

Milk products annually valued at \$200,000

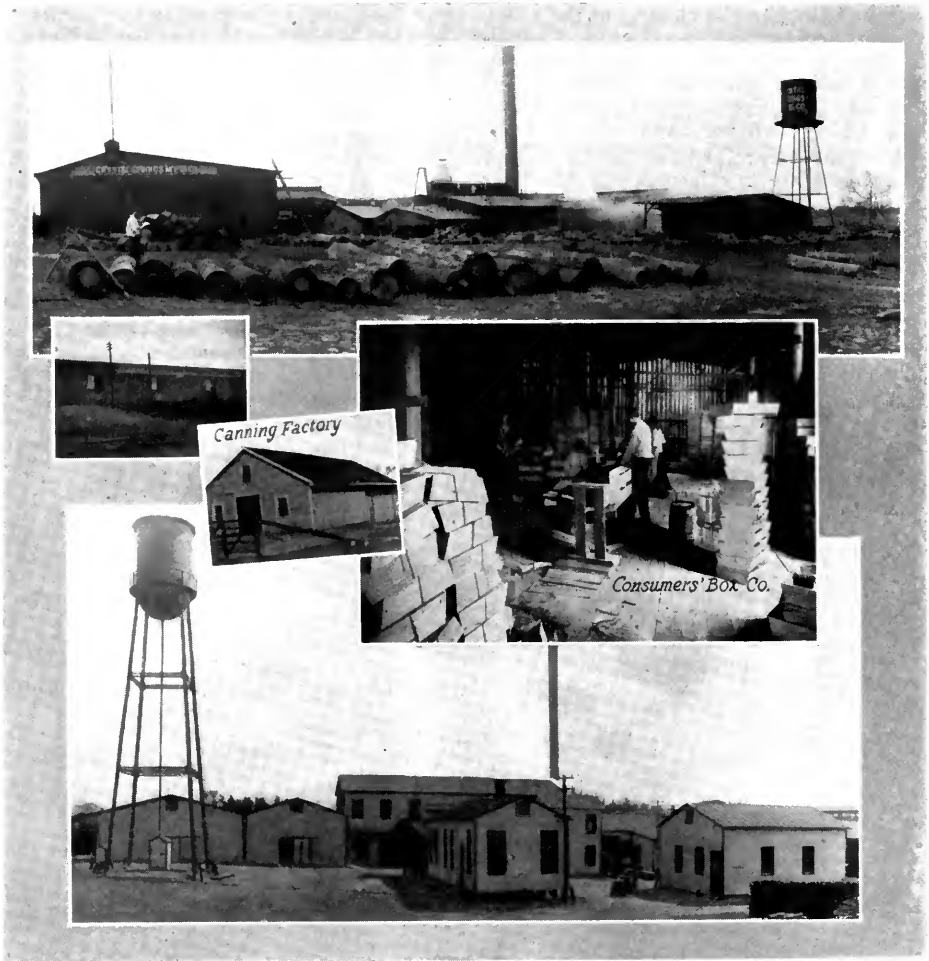
Egg and poultry business brings to the county \$100,000 per year.

One of the best agricultural high schools



I. C. R. R. Station

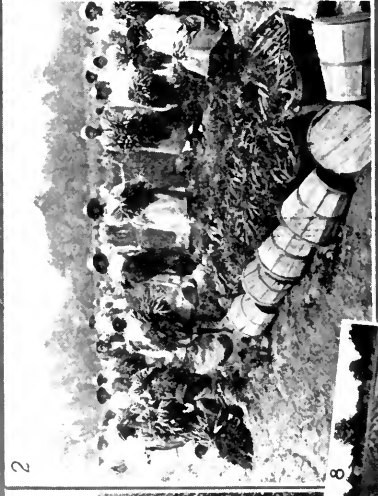
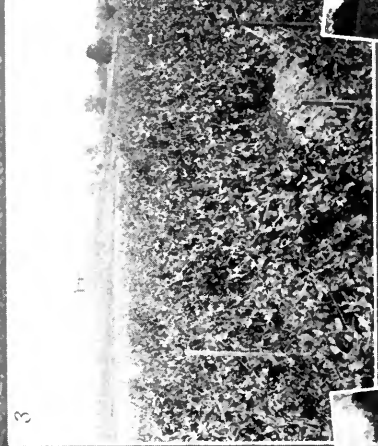




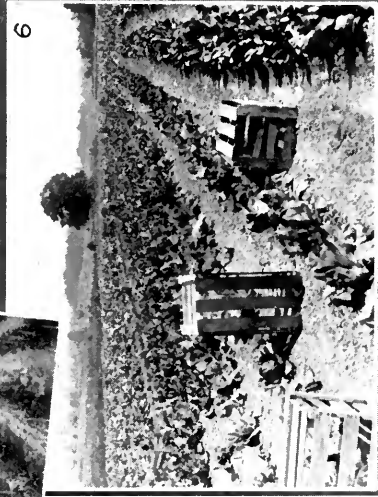
INDUSTRIES, HAZLEHURST AND CRYSTAL SPRINGS, MISS.

in the state, with a plant valued at \$100,000. Numerous community centers over the county with good churches and schools.

For information or literature, address: Hazlehurst Board of Trade, Hazlehurst, Miss.



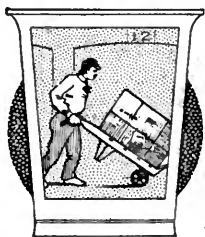
Copiah Co. Miss.



1 AND 2.—CARROTS; 3.—PEAS; 4, 5 AND 8.—TOMATOES; 6.—CABBAGE; 7.—PLOWING WITH TRACTOR.

FREIGHT TRAFFIC

DEPARTMENT



The Iron and Steel Industry in the South

By E. F. Stovall

THIS subject has been handled by many writers including Miss Ethel Arms of Birmingham, who wrote a voluminous account of this important industry entitled "The Story of Iron & Steel in Alabama," Mr. E. F. Burchard, Mr. J. M. Swank and others, and to these writers and to papers read at a meeting of the Iron & Steel Institute held at Birmingham in 1914, I am indebted for most of the facts contained in this article.

I think it well in treating of this industry in Alabama to first give you a brief history of its development in the country as a whole, and particularly in the South.

The first furnace which I find mentioned in this Country was a bloomery in Virginia in 1619 and the first blast furnace was located at Fredericksburg, Virginia, about 1715 or 1716. It is related that some Germans came over about this time "to make wine and help in the iron business." This perhaps is the only instance where such widely different industries were related. The output of this furnace was 20 tons per week and to quote Mr. J. M. Swank, this first furnace went out of blast on account of Shortage of Corn with which to feed the oxen used in hauling the iron from the furnace.

Our modern furnaces in this district will average about 400 tons per day or 2800 tons per week, hence you will real-

ize that much progress has been made from primitive methods employed in the infancy of this great industry.

It further appears from history that a furnace was started in Maryland in 1722, the ore used being from the property of Geo. Washington's father. A part of this furnace was still standing in 1840.

In North Carolina a furnace was built in 1780 which was in operation until 1873.

In South Carolina it appears the first furnace was put in operation in 1787.

In 1791 Bourbon furnace was built near Owingsville, Ky., with an output of about 3 tons per day. In 1810 this furnace made a contract with the United States Government to furnish cannon balls for the navy, and some of these were actually used by "Old Hickory" at the battle of New Orleans.

The earliest furnace in Georgia was built in 1832 and was the greatest Southern iron producer of them all.

In Alabama we find the first furnace to have been built in 1818 near Russellville, Franklin County, on property now owned by one of our great iron makers, the Sloss Sheffield Steel & Iron Company. This plant was operated by water power, the fuel used being charcoal made from cedar trees. (Arms P 30.)

Prior to the Civil War, a great many furnaces were erected in the South but for various reasons they did not as a rule

prosper, and one by one they went out of operation. In 1860, the Southern States made over 120,000 tons of Pig Iron and this was possibly exceeded in 1861 and 1862, but at the close of the war the impoverished condition of the South, the shortage of man power even for cultivating the farms, and the general conditions brought about by that great struggle caused the iron industry to pass into a condition of complete inactivity and it was several years after the close of the war before there was any material recovery from this stagnation.

It was not until 1862 that it was known that Red Mountain, on a part of which is the principal residential section of Birmingham, contained ore, and moreover is a veritable mountain of iron. This discovery was made by a Mr.

Grace, farmer and later Sheriff of Jefferson County. The first iron from this ore was made in a forge in Bibb County to which Mr. Grace sent a wagon load of the ore.

Here I think it well to describe the Birmingham District which is the heart of the Southern iron producing territory.

To the south is Red Mountain extending from Bessemer on the west to a point some miles east of Birmingham—a distance of about twenty miles; to the north is another range of hills and between these ranges lies Jones' Valley in which most of the iron and steel mills are located.

The mountain to the south is almost a solid mountain of iron ore; to the north and west there are vast deposits of coal and in the valley there is an un-



Churches
of
Crystal
Springs
and
Hazlehurst
Miss.



limited supply of Dolomite or lime stone.

It is well understood that the three fundamental elements of iron and steel manufacture are the ore, coal of coking properties and lime stone, all of which the reader will perceive are at hand in the Birmingham district, but notwithstanding the natural advantage of having all the materials easily accessible many things operated against the swift realization of the dreams of the pioneers in this Southern industry. The greatest troubles were the lack of a home market and the difficulty of competing with foreign pig iron in Northern markets. Further there was for many years a prejudice against Southern iron because of its content of phosphorus. As late as 1879 a leading stove manufacturer in St. Louis said to Mr. Bowron, now President of The Gulf States Steel Company, that he would not think of using such an inferior quality of iron.

These difficulties combined explain the struggle, failures and wrecks, and shattered hopes with which this district was oppressed for many years, but which have been of later years so thoroughly dissipated.

Prior to 1875 charcoal was used in the manufacture of all pig iron made in Alabama. In February of that year the first coke pig iron was made at Oxmoor furnace now the property of The Tennessee Coal Iron & R. R. Co. and this was the beginning of modern development in the making of iron.

It was contended for years that the iron produced in Alabama was not suitable for the manufacture of steel. In 1888 the Henderson Steel Company in a small way undertook its manufacture and in 1890 the Tennessee Coal Iron & R. R. Co. undertook to manufacture open hearth steel. It was not, however, definitely determined that Alabama iron was suitable for steel making until 1895 and sufficient capital was not forthcoming until 1897 or 1898 to provide for its manufacture.

In 1906 The Tennessee Coal Iron & R. R. Co. under new management began to prepare for large expansion and

spent during two years several million dollars. However the panic of October, 1907 brought about a situation making it necessary to protect the stock of The Tennessee Company as well as other securities which resulted in the sale of that company to the U. S. Steel Corporation, marking an era in which was begun the accomplishment of large things in the way of steel making in the Birmingham district.

In addition to the very great expansion of the Tennessee Coal & Iron Company, increasing the output of iron and steel, and the location in Jones' Valley of a large plant of The American Steel & Wire Company, another subsidiary of the Steel corporation, other concerns such as The Sloss Sheffield Steel & Iron Company, Republic Iron & Steel Company, Woodward Iron Company, The Alabama Company and the Gulf States Steel Company have made splendid progress, causing the output as a whole to enormously increase and the Birmingham district to steadily become a greater factor in the industrial life not only of the South but of the entire nation.

The total iron produced in the South in 1872 aggregated 11,000 tons; in 1892 this had increased to 915,000 tons; in 1912 to 1,863,000 tons and in 1917 to approximately 3,000,000 tons.

In 1900 there was produced 66,000 tons of steel; in 1913 this had increased to 778,000 tons and in 1917 to approximately 1,800,000 tons.

Geologists have estimated the supply of ore now in sight will last, at present output, more than a century and many in position to judge are of the opinion that this time estimate can be doubled.

Plants are continuously being enlarged, new industries for manufacturing the finished product from Southern iron are locating in the district and through all their trials Southern iron and steel are not only coming into their own but have already arrived and in view of the supreme importance of iron and steel to the successful outcome of the great struggle in which our country is now engaged, the South, and particularly this district, is playing no inconspicuous part in winning the war.

Accounting Department

Illinois Central Railroad Company The Yazoo & Mississippi Valley Railroad Company Chicago, Memphis & Gulf Railroad Company

Office of Local Treasurer—Circular No. 46
Delivering Freight Consigned to "Order"

Chicago, January 7, 1918.

1. **Why Consigned to "Order"**—A shipment is consigned to "Order," as a rule, for the purpose of securing the payment of its value before delivery to the purchaser who is usually the "Notify" party. A draft is usually attached to the bill of lading, and sent through a bank or by express for collection from the purchaser; the payment of the draft secures to the payer (purchaser) the possession of the bill of lading and the possession of the bill of lading, properly endorsed is evidence of ownership of the consignment. The direction in the bill, "Notify.....," has no effect except merely as to notice of arrival, and does not entitle the party notified to receive the consignment without surrender of the bill of lading. So far as **delivery** is concerned, he has no rights different from those of any third party.

2. **Proper Delivery**—A shipment consigned to "Order....." to "Shippers Order, Notify.....," to "Order.....," Notify....." or to "Order....., Care of.....," shall be delivered only upon the surrender of the original bill of lading, properly endorsed. At time of its surrender, there shall be written or stamped across the face of the bill of lading the words "Accomplished....., 191.....," and reference shall be shown to billing on which the shipment moved and station pro number. For

example, Chicago, Ill., to Rockford, Ill. Waybill 21061, September 14, 1917, Pro. 807:

3. **Proper deliveries of consignments as herein described are:**

(a) "Order Richard Roe": Delivery should be made upon surrender of original bill of lading bearing endorsement of Richard Roe; notice of arrival should be sent to Richard Roe.

(b) "Shipper's Order, Notify John Doe": Delivery should be made to John Doe upon surrender of the original bill of lading bearing the endorsement of the shipper; notice of arrival should be sent to John Doe.

(c) "Order of Richard Roe. Notify John Doe": Delivery should be made to John Doe upon surrender of the original bill of lading bearing the endorsement of Richard Roe; notice of arrival should be sent to John Doe.

(d) "Order of Richard Roe, Care of John Doe": Delivery should be made to Richard Roe, or to his authorized representatives, upon surrender of the original bill of lading bearing the endorsement of Richard Roe; notice of arrival should be sent to Richard Roe, Care of John Doe.

(e) The endorsement of a corporation on an "Order" bill of lading must contain the name of the corporation and the signature and title of the proper officer of the corporation.

4. **Assignments**—(a) If an "Order" bill of lading is endorsed by the original "Order" party to the order of

another party, delivery should be made to the latter upon surrender of the original bill of lading bearing his endorsement.

(b) If an "Order" bill of lading is endorsed in blank (no other "Order" party named) by the original "Order" party, the party presenting it, if other than the original "Notify" party, shall be required to submit evidence that he is the rightful holder of the bill of lading; the endorsement of the party to whom delivered shall be required.

5. Delivery in Absence of Bill of Lading—When the bona fide holder of the invoice for an "Order" shipment alleges that the bill of lading has not arrived, delivery may be made to him, if safe in the judgment of the agent, upon:

(a) The filing of an application and agreement, properly executed on form 1340 by the holder of the invoice, and by a responsible surety, if the former is of doubtful financial responsibility; (b) the filing of the original invoice certified by the holder that it is for the entire shipment covered by the freight bill, and (c) the deposit of cash, or of certified check to the order of the Railroad Company for an amount 10 per cent in excess of the invoice, with a maximum of \$5.00 excess. A receipt for the deposit, form 1340, shall be issued to the depositor. The certified original invoice and the deposit, or its equivalent, may be exchanged at any time for the original bill of lading, properly endorsed, and the receipt for the deposit.

6. In the event of established loss of bill of lading by the "Notify" party after the payment of the draft, delivery may be made as per paragraph 5, or when specially authorized by the Local Treasurer, upon the filing of a legally attested bond of indemnity, form 1342 Revised, executed by the "Notify" party as principal, and by two individuals of financial responsibility as surety, for double the invoice value of the shipment. Agents will be held liable for any losses resulting from failure to exercise the proper degree of prudence

in safeguarding the Company's interests in this respect. When a request is received for the delivery of a shipment in any other way than as prescribed by paragraphs 5 and 6, instructions shall be requested from the Local Treasurer before compliance.

7. Accounting of Deposits Received in Lieu of Bills of Lading—Deposits of cash and certified checks shall be immediately recorded in agency cash book; cash deposits shall be included in the first regular remittance for credit of the agency account, but certified checks may be held for five (5) days for refund, at the expiration of which time, if not refunded, they shall be included in regular remittance for credit of the agency account. Debit for cash deposits and certified checks, whether refunded or not, shall be taken on monthly Statement of Miscellaneous Freight Items, Form 102, showing names of depositors, and amounts deposited, supported by certified copies of original invoices, and forwarded to Auditor of Miscellaneous Accounts.

When a certified check is exchanged for a bill of lading, the receipt given therefor at the time of deposit shall be taken up the same as for cash deposits refunded, and accounting shall be made in accordance with paragraph 9.

When a certified check has not been refunded or remitted at the close of a month, the amount thereof shall be reported as a miscellaneous asset on back of Monthly Statement of Account as a special entry, "Deposits collected in lieu of bills of lading not refunded."

8. Deposits refunded shall be entered in agency cash book and credit taken on Monthly Statement of Miscellaneous Freight Items, Form 102, showing names of depositors, and amounts refunded, supported by receipt for the deposit, Form 1340, and forwarded to Auditor of Miscellaneous Accounts.

9. Deposits shall be recorded in agency cash book and entered on Monthly Statement of Miscellaneous

Freight Items, Form 102, even though refunded the same day.

10. "Order" bills of lading, papers supporting deposits for "Order" freight and bonds of indemnity accepted in lieu of bills of lading shall be handled as follows:

(a) Bills of lading accomplished and bonds of indemnity accepted in lieu of "Order" bills of lading shall be securely pinned to the original waybills (not pasted) and shall be forwarded to the Auditor Freight Receipts.

(b) Applications and agreements, Form 1340, covering shipments delivered without surrender of "Order" bills of lading, shall be reported on Form 1355 prepared in duplicate; the original, together with supporting documents, shall be securely pinned (not pasted) to the original waybills and forwarded to the Auditor Freight Receipts. The duplicate of Form 1355 shall be retained and rendered to the Auditor Freight Receipts with the original "Order" bills of lading, when surrendered, or with the bond of indemnity in the event delivery was made on a deposit in accordance with paragraph 5.

(c) Form 1355 shall be prepared in duplicate for all "Order" shipments, the waybills for which are forwarded before the surrender of "Order" bill of lading or the acceptance of bond of indemnity, when delivery is so made. The original shall be securely pinned (not pasted) to the waybill which shall be forwarded to Auditor Freight Receipts and the duplicate of Form 1355 shall be retained by the agent. When the bill of lading is surrendered and accomplished in accordance with paragraph 2, or bond of indemnity is accepted in lieu of "Order" bill of lading, in accordance with paragraph 6, those documents shall be securely pinned (not pasted) to the duplicate of Form 1355 and rendered to the Auditor Freight Receipts.

(d) When "Order" freight is delivered on a deposit, in accordance with paragraph 5, after Form 1355 has been rendered, the duplicate thereof shall be

retained for transmittal if and when the original "Order" bill of lading is surrendered, but an exact copy of Form 1355 shall be made, to which shall be pinned (not pasted) the supporting documents and mailed to the Auditor Freight Receipts.

(e) A bond of indemnity at the expense of the agent will be required to cover all "Order" bills of lading which have been surrendered by consignees but not rendered to the Auditor Freight Receipts and for which a satisfactory explanation cannot be made.

11. **Reconsignment**—When the forwarding of an "Order" shipment to another point has been authorized, the original bill of lading, properly endorsed, must be surrendered and forwarded to the Auditor Freight Receipts with Form 1355 headed Reconsignments and properly filled in, showing billing reference, name of consignee and final destination as changed.

12. **Rendition of Authority for Special Disposition**.—When an "Order" shipment has been disposed of otherwise than by delivery as authorized in paragraphs 5 and 6, the authority for the disposition shall be rendered to the Auditor Freight Receipts with Form 1355.

13. **Collections for Shippers**.—Agents of these Companies shall not act as collecting agents for shippers. Requests of shippers for collection of the value of shipments shall be referred to the Local Treasurer for instructions.

14. **Inspection of Freight**.—Inspection of freight consigned to "Order" shall not be permitted unless provided by law or unless permission is endorsed on the bill of lading or given in writing by the shipper, or unless the party desiring inspection shows himself to be the owner of the consignment by presenting properly endorsed bill of lading. When bill of lading is so produced you are required to stamp such bill of lading thus:

Illinois Central Railroad Company.
This bill of lading presented
....., 191.....,
and inspection allowed.
.....Agent.

15. Attention is called to the Act of Congress approved August 29, 1916,

known as The Uniform Bill of Lading Act, which took effect January 1, 1917, and particularly to Section 23 of this Act which section reads as follows:

"Sec. 23. That if goods are delivered to a carrier by the owner or by a person whose act in conveying the title to them to a purchaser for value in good faith would bind the owner, and an order bill is issued for them, they cannot thereafter, while in the possession of the carrier, be attached by garnishment or otherwise or be levied upon under an execution unless the bill be first surrendered to the carrier or its negotiation enjoined. The carrier shall in no case be compelled to deliver the actual possession of the goods until the bill is surrendered to him or impounded by the court."

You will, therefore, in no case deliver the actual possession of a shipment covered by an order, notify bill of lading for the transportation of goods from a place in a State to a place in a foreign country, or from a place in one State to a place in another State, or from a place in one State to a place in the same State through another State or foreign country, which shipment has been sought to

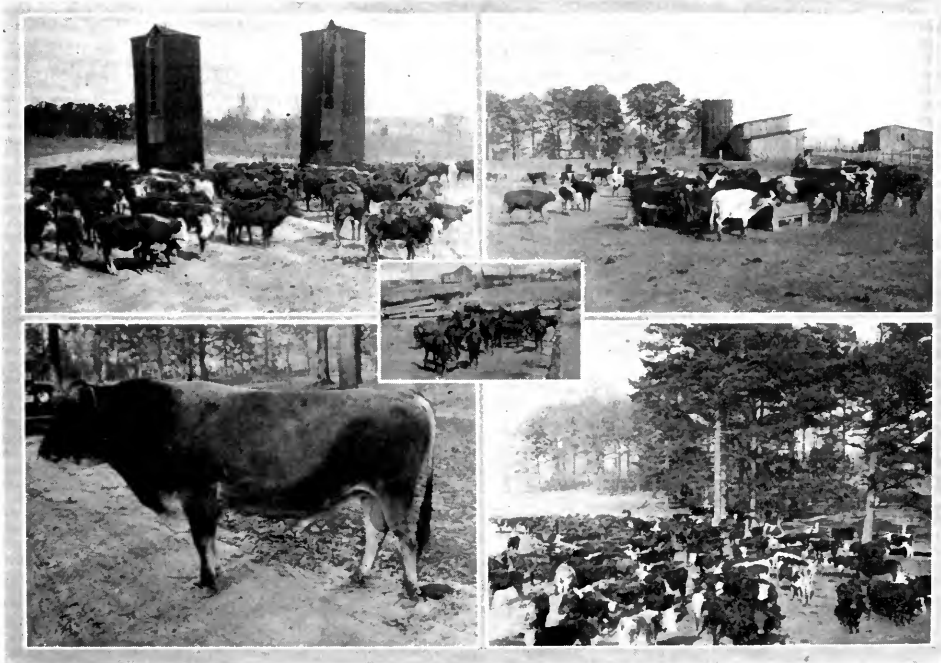
be attached by garnishment or otherwise or levied upon under an execution until the order, notify bill of lading covering such shipment has been surrendered to you or impounded by the court. In the event any question should arise with respect to the course to be followed, please confer with the Local Attorney.

16. Applications, Form 1340, accepted with deposits or bonds, Form 1342 Revised, accepted in lieu of bills of lading when secured by surety must have affixed and cancelled a War Tax Stamp in amount of one (1) per cent on each dollar or fractional part of said premium charged.

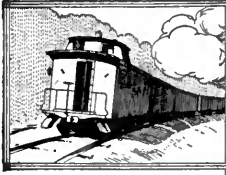
17. These instructions must be strictly complied with. Any departure from paragraphs 1 to 6 inclusive and 13, 14 and 16 shall be taken up with the Local Treasurer; 7, 8 and 9, with the Auditor of Miscellaneous Receipts; 10, 11 and 12, with the Auditor Freight Receipts and 15 with the Local Attorney.

All previous instructions in conflict with above are hereby cancelled.

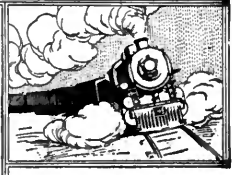
O. F. Nau, Local Treasurer.
W. D. Beyner, Comptroller.



CATTLE, COPIAH COUNTY, MISSISSIPPI.



TRANSPORTATION DEPARTMENT



Prompt and Proper Handling of Freight Cars

By A. Barnard Trainmaster, Chicago

ARE all railroad employes who are directly concerned in the prompt and proper handling of freight cars reading the bulletins issued by the Commission on Car Service, Special Committee, National Council of Defense, and making a real effort to have the suggestions and orders outlined by this Commission carried out? Is the importance of these bulletins and the seriousness of the situation fully appreciated, and are diligent efforts being made to impress these things upon shippers and consignees?

The interests of shippers and consignees and the railroads serving them are mutual. The railroads are the connecting link, and in order to obtain the best results, all must work in unison.

A vast majority of shippers have no knowledge of the receiver's capacity and ability to handle business, and neither understand nor appreciate the difficulties of railroads in disposing of traffic when congestion follows a lack of such understanding and full co-operation of both shipper and consignee. It therefore devolves upon agents and other employes dealing directly with the public to urge shippers to acquaint themselves with the unloading and track capacity of consignees' plants, and regulate their shipments accordingly, to the mutual advantage of the public and railroads.

Attention of shippers and consignees should be drawn to the fact that railroads are obliged to operate 24 hours each day and 365 days a year, regardless of the season or weather conditions. They should be urged to do likewise, even at extra expense, if necessary, in

order to assist in getting the maximum mileage out of cars, and in turn help other shippers who are waiting for cars. Taking advantage of free time allowed, or payment of demurrage as a cheap warehouse expense, should be discouraged to consignees, as being a selfish and unpatriotic act. This need not be done in a fault-finding manner, but in a friendly spirit, soliciting their co-operation in the railroads' endeavor to supply the great demand for equipment.

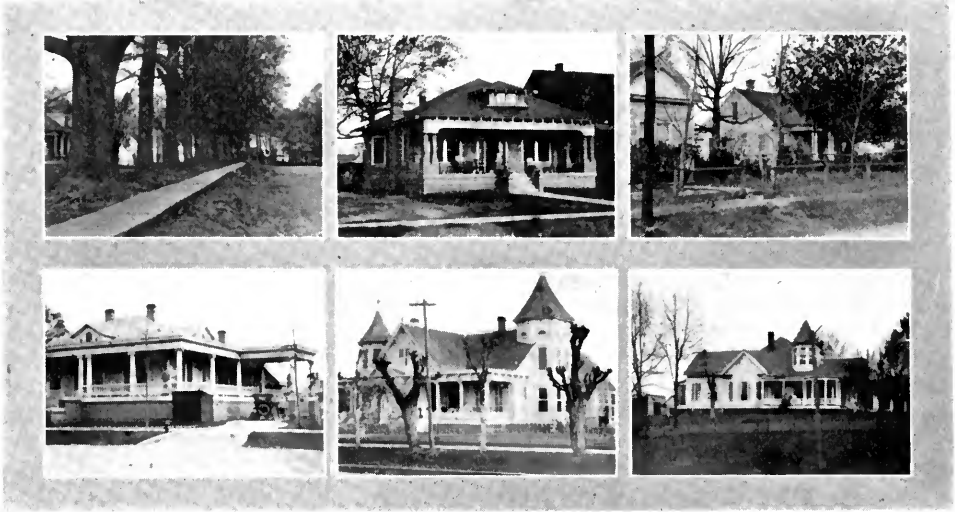
Attention should also be drawn to the enormous expenditure railroads have made in order to increase capacity of cars, and for large locomotives to handle them, as well as the cost of strengthening and improving the roadway and structures to permit use of this heavier equipment. When conditions warrant, shippers and consignees might properly be urged to reciprocate by increasing their track and storage capacity.

Prompt unloading and prompt and full loading of cars will do more towards relieving car shortage than any other factors. Loading of cars to the maximum is far-reaching in this respect. It assists the railroads materially by reducing to a minimum the number of cars handled in trains and yards, which are over-taxed; helps in avoiding congestion, and permits of hauling greater freight tonnage. It is likewise helpful to the consignees in that it saves them switching charges and increases their receiving facilities by reducing the number of cars handling for and by them.

Inasmuch as the Illinois Central is an

originating road, its employes should particularly interest themselves in this subject, and exert their best efforts towards obtaining the full co-operation of all

patrons. There should be no difficulty in convincing them that following out these suggestions will be for the best interest of themselves and their neighbors.



RESIDENCES, CRYSTAL SPRINGS, MISS.

Judge Dickinson and Other Passengers Compliment the Efforts of the Illinois Central Employes to Minimize the Delay Incident to Recent Snow Storms

January 15, 1918.

C. H. Markham, Esq., Pres. Illinois Central R. R. Co.,
Park Row Station, Chicago.

My dear Mr. Markham:

I was one of those who left Memphis on the Illinois Central 5:30 P. M. train Friday and reached here about noon the following Monday. It was a trying time for the officials and employes of the company. All of them did everything that they could for the comfort and contentment of the passengers and were very polite and considerate, from the conductor down the line. They did not get on their nerves, did not become impatient, and answered politely hundreds of inquiries, many of which were entirely useless. I did not see any passenger fret or worry, but all accepted it as an act of God, and felt that your company was doing everything that it could to facilitate their progress and care for their comfort. These expressions were constant and outspoken. I never heard a single complaint from any one.

I thought that it would be gratifying to you to know these facts.

With best wishes, I am

Yours very truly,

J. M. Dickinson.

January 16, 1918.

My dear Judge Dickinson:

I was very glad to receive your letter of the 15th.

It is extremely gratifying to know that your good self and other passengers on our snow-bound train were pleased with such arrangements as we were able to make

for your comfort. The storm was the worst in the history of this community and we are only now beginning to recover.

Again thanking you for writing me, I remain, with kind regards,
Sincerely yours,
C. H. Markham.
Hon. Jacob M. Dickson, "The Temple," Chicago.

January 17, 1918.

Mr. Felix Kalb, The Sharples Specialty Company,
Railway Exchange Building, Chicago, Illinois.

Dear Sir:

Have your note of January 15th commenting on treatment accorded you in the recent snow blockade by the crew of the Panama Limited, and I am not only pleased to learn that our men did their duty and upheld the traditions of that train but also appreciate your having taken the time to tell us about it. It is my purpose to see that your letter is shown to those employes who, with many others, fought hard to make comfortable the passengers entrusted to their care through what, no doubt, was the worst blizzard in history in this section of the country.

Also thank you for your expression of good will towards our company.
Very truly yours,
T. B. Bowes, Vice-President.

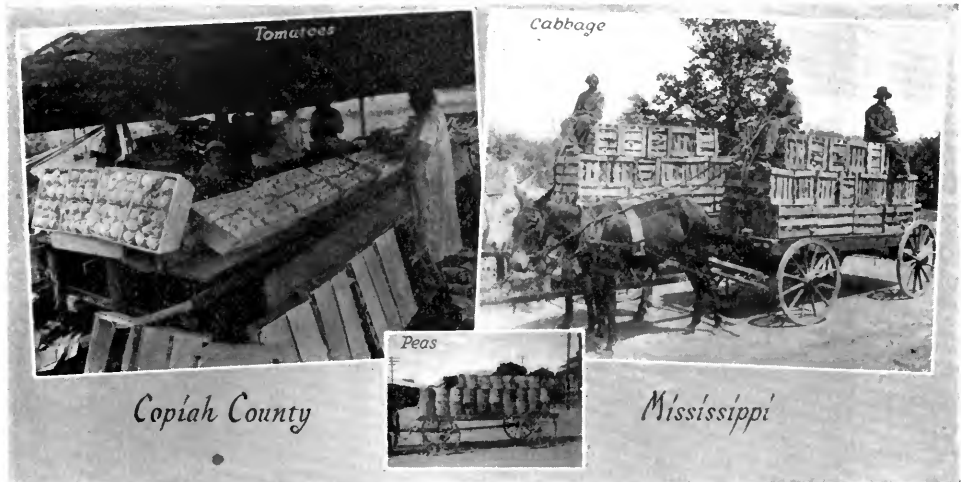
January 15, 1918

The Illinois Central, Chicago.

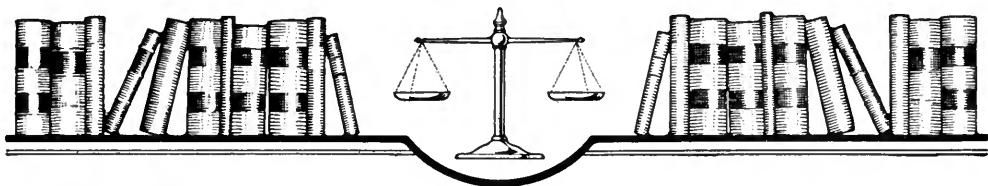
Gentlemen:—I wish to comment and thank you for the courteous treatment received during the delay on your No. 4 train coming into Chicago from Mattoon, Illinois. We were originally delayed at Champaign and later transferred to the Panama Limited. I wish to state that the crew of both trains were indeed very courteous and did everything possible to make us comfortable and satisfied during the inconvenience caused by the snow storm, bringing us in the city forty-nine hours late but well pleased to have been caught in this predicament while on your road.

I am in a position to reimburse this courtesy by sending a great deal of our freight shipments by your line and by personally using the railroads a great deal, and I would make it my business to go out of my way to use the Illinois Central lines whenever possible.

Again commenting upon the able and courteous management of the crew of the Panama Limited Sunday and Monday of this week, I am with best regards,
Sincerely yours,
Felix Kalb



FROM THE LAW DEPARTMENT



Biographical Sketch No. 34



Augustus Benners

Augustus Benners

District Attorney. Illinois Central Railroad, Birmingham, Ala.

Mr. AUGUSTUS BENNERS was born at Greensboro, Alabama, on May 13, 1872; is a graduate of the Southern University at Greensboro; and has practiced law in Birmingham continuously since 1893. He has been one of the Company's District Attorneys for the State of Alabama ever since 1906, and of its most valued counsel.

Commerce Decisions

Limitation of liability in transporting live stock. Interstate Commerce Act controls interstate shipments.—The Supreme Court of Missouri held Dec. 31, 1917, in *Bilby v. A. T. & S. F. R. Co.*, 199 S. W. Rep., 1004, that a contract for the interstate shipment of live stock must be construed and measured by the Interstate Commerce Act; that neither the state laws of the place of contract nor the laws of the state of the forum have any application; that provisions requiring written notice of claim for damages as a condition precedent to the shipper's right to recover for loss or injury during transportation are valid, but that such contracts cannot exempt the carrier from liability for losses occasioned by its own negligence; that failure to give notice of claim defeats recovery, there being a consideration in a reduced rate for transportation and it being proper under the rates filed with the Interstate Commerce Commission; that the difference between the two rates, i. e., one limiting liability, and one not limiting it, is sufficient consideration for the contract limiting liability; that a shipper having duly executed the contract, must be deemed, in law, to have had full knowledge of its contents, and the fact that a copy given to the shipper's agent in charge of the cattle was taken up at the end of the trip like a ticket did not excuse failure to comply with a condition precedent of the contract.

Intermediate Stations defined—when Commission's jurisdiction not exclusive.—In *National Elevator Co. v. C. M. & St. P. R. Co.*, 246 Fed. 588, the United States Circuit Court of Appeals for the Eighth Circuit held, opinion by Circuit Judge Smith, that when the shipper's claim involves the construction of the tariff to determine what rate applied and not the reasonableness of the rate, the jurisdiction of the Interstate Commerce Commission is not exclusive, but that an action to recover the overcharge may be maintained in the Circuit Court. It was also held that in a tariff fixing rates to and from stations named and providing for the rates to apply to "intermediate stations," the word "intermediate" refers to stations between those named.

Missouri Passenger Fares.—By its decision of November 16, 1917, *Re Atchison, T. & S. F. R. Co., et al*, P. U. R. 1918 A, p. 843, the Missouri Public Service Commission refused to adopt the interstate division of passenger fares of 2.4 cents per mile north of the Missouri River and 2.6 cents per mile south of the river and fixed instead a uniform intrastate rate of 2.5 cents per mile, it appearing that the differences in the fares were not sufficient to cause the use of either state or interstate fare to the disadvantage of the other or to amount to injurious discrimination. It was also held that the fact that a sufficient return on intrastate passenger business may be denied the railroads in some other states, or that the railroads may have taken no adequate steps to increase their return in such states,

furnishes no legal grounds nor justification for the Commission to deny the roads a reasonable return on their intrastate passenger business in Missouri; that tickets should be sold by the initial road good for continuous passage over all lines to points of destination; that the Commission has power to require the issuance and sale of mileage books and round-trip tickets for less than the maximum rate fixed for single trip one-way tickets; that the mileage book rate should be $2\frac{1}{4}$ cents per mile, rather than 2 cents per mile, where the single trip one-way rate is fixed at $2\frac{1}{2}$ cents, to secure to the carriers the benefit of the latter rate and discourage the business of ticket scalpers, at the expense of the carriers, since the difference of a half-cent per mile offers a sufficient spread to make the business of ticket scalpers attractive; and that carriers are entitled to make mileage books non-transferable and to provide necessary safeguards to protect themselves against the loaning and scalping of such books.

Taxes in Illinois.—In *People v. I. C. R. R. Co.*, 282 Ill. 29 the Supreme Court of Illinois, opinion by Mr. Justice Farmer, held that where two high school districts have taxed the same land of a railroad, each claiming the same to be in its district, the court, on application by the county collector for judgment and order of sale, is authorized to deny judgment as to both districts, as it cannot be determined in such proceeding which district is legally empowered to levy the tax.

Workmen's Compensation.—Where a motorman for an interurban traction company is killed in a collision, compensation may be recovered from the traction company, under Section 7 of the Workmen's Compensation Act, on the basis of the employee's entire annual earnings, although part of said wages are paid by a city railway company in pursuance of its contract with the traction company to furnish employees while the traction cars are operating within the city. (*Chicago & Interurban Traction Co. v. Industrial Board of Illinois*, 282 Ill. 230.)

Kentucky Franchise Tax is not a burden on interstate commerce.—On January 18, 1918, the Kentucky Court of Appeals held in *Bosworth v. Evansville & Bowling Green Packet Co.*, 199 S. W. Rep., 1059; that under Ky. St. Sec. 4077, providing that every railway corporation, and every other like corporation and every corporation performing any public service shall annually pay a tax on its franchise to the state, and a local tax thereon in the taxing district where its franchise is exercised, and sections 4078-4081, providing for reports to the state auditor by a corporation subject to the franchise tax for the method of its ascertainment and for an apportionment in the case of foreign corporations and interstate carriers, an Indiana corporation operating a steamboat line carrying freight and passengers on the Ohio and Green rivers between all points from Evansville, Ind., to points in Kentucky, and owning certain tangible property in Kentucky used exclusively in connection with its transportation business, 98 per cent of which for 1915 was interstate business, was liable to a franchise tax, which is nothing more than a tax upon its intangible property, not imposed as a condition precedent to the doing of business, and not a tax on the gross receipts, which are merely used as a factor in measuring the value of franchise, as such a tax is not an unconstitutional burden upon interstate commerce.

It was also held that no one can enjoin the collection of an incorrect sum levied as a tax until he has shown himself entitled to the aid of the court by paying so much of the tax as he owes, also that such tax is not unauthorized because the business was conducted upon navigable waters of the United States, but that a foreign corporation owning or using no real property nor tangible personal property in the state in connection with its interstate business has no franchise that can be taxed under Sections 4078-81 of the Kentucky statutes, as the state cannot tax property beyond its boundaries.

Claims for Loss and Damage to Grain.—In a proceeding of this title, Docket 9009, 48 ICC 530, instituted upon the Interstate Commerce Commission's own

motion, it examined into the claims of 12 of the most important western grain carrying roads on local shipments of grain in October, 1915, to Minneapolis, Omaha, Kansas City, St. Louis, Chicago, Peoria, and Milwaukee. Among other things, the investigation disclosed that claims were filed on 11.32% of all cars handled by those roads; that the grain loss was in value 1.97% of the revenues paid and 4.82% of the total weight of the grain; that against the Illinois Central, claims were filed for 3.44% of its shipments and for an amount equivalent to 0.76 of 1% of its grain revenues and to 1.13 cents per ton of grain handled; that practically all of these claims against the 12 roads were for loss of grain in transit; that claims for damage to grain itself are comparatively rare; that 49.05% of all cars shipped contained wheat, 50.57% of all claims filed covered alleged loss on that commodity; while 17% of all shipments consisted of oats, upon which 13.87% of the claims were filed; that 16.36% of the shipments consisted of corn, upon which 15.21% of the claims were filed; that a large proportion of the claims were presented by a relatively small number of shippers; that no claims were filed by 85% of the shippers whose shipments embrace 62% of all the cars shipped; that shippers filing a majority of the claims were the line elevator companies, or those having a general office at a terminal market and operating a line of country elevators where the grain is purchased and stored preparatory to shipment; that in 1916 the Western Weighing & Inspection Bureau made tests of 226 hopper sales used in weighing grain at Kansas City, Omaha, St. Louis, and Milwaukee, of which 61 weighed correctly, 121 weighed light, and 44 weighed heavy; that most of the scales tested either weighed correctly or were inaccurate to the extent of less than one pound per 1,000 pounds of load, but the extent of the inaccuracy in many cases ranged from more than one pound to 5 pounds per 1,000 pounds of load; that while many shippers insist there is no natural shrinkage of grain in transit and that the unavoidable waste due principally to the elimination of dust and chaff is insignificant, the Commission says the record is replete with evidence to the contrary, supporting the Commission's finding that the tariff rule observed by the western roads is not unreasonable (*Crouch Grain Co. v. A. T. & S. F. R. Co.*, 36 ICC 265, 41 ICC 717).

Among the remedies suggested by the Examiner, and approved by the Commission, are these, carriers and shippers agreeing there is need of closer cooperation, that some method should be devised for obtaining dependable weights, reliable and complete records of losses in transit, and the prompt and fair adjustment of claims; that there should be greater uniformity of weighing rules and practices at terminal markets, better grain doors, and more general use of other cooperage material, greater care in preparing cars for shipment, handling them in transit, and obtaining accurate records of losses or defects; that some carriers and shippers suggested elevators should be classified according to facilities and known methods of handling and weighing grain and that this classification should be considered in disposing of claims and the report proceeds:

"At the present time neither the carriers nor the shippers are entirely frank in their dealings with each other. There is a disposition upon the part of some shippers to present claims without proper justification and to withhold from carriers any information concerning defective conditions or probable sources of error which would detract from the apparent merits of their claims. On the other hand, carriers withhold from shippers facts within their knowledge which would justify the filing of claims or have the effect of strengthening the claims presented. Inasmuch as carriers are held responsible for discrepancies or losses which to a large extent may and do result from conditions solely within the shipper's control, they should be permitted to inspect the shipper's facilities and methods of operation, and be afforded access to such records as have a bearing upon the question of loss. Likewise, the shippers are entitled to information as to the

manner in which shipments are handled by the carrier, and to be advised of any losses or damage occurring in transit.

"As we have stated in other cases, shippers should reject cars that are unfit for loading and the carriers should refuse to accept any shipment tendered in an unfit car or where the shipper has failed properly to install the grain doors or otherwise to prepare the car for the safe transportation of grain.

"The carriers are entitled to know at the time of shipment the claimed loading weight and how it was determined. They should closely supervise the movement and make an accurate record of all leaks or other losses or of conditions which would permit losses to occur, such as lack of seal protection.

"It is also thought that the situation could be materially improved by the use of a standard form for the presentation of grain claims. In this form the shipper should be required to certify to the correctness of the facts therein stated, which, among other things, should include detailed information as to the loading weight, the condition of the car, the installation of grain doors and other cooperage, and the condition of scales and other equipment used in handling the grain. This, in connection with the record of the car in transit kept by the carrier and the record of the weighing and car condition at destination, would place before the carrier when the claim is filed a statement of the facts necessary to be considered in disposing of the claim. It would deter shippers to a considerable extent from presenting fraudulent claims or claims which, if properly investigated, would be shown to be wholly without merit, especially if a close supervision and check were maintained.

"Another suggestion which appears to be of considerable merit is that claims should be investigated or that the claims records should be audited by some quasi independent organization, such as railway weighing associations or inspection bureaus, following the present practice of many of the central freight association lines and similar to the manner in which demurrage and transit regulations and practices are now supervised. The investigation of claims or a frequent audit or examination of the carriers' claims records by such agencies would conduce to uniformity of practice and perhaps result in the better handling of claims."

The conclusion of the Commission in the whole matter is as stated by Commissioner Clark, p. 575, in approving the Examiner's report for the Commission:

"All parties to this proceeding have shown a commendable disposition to cooperate in any practical measures which will tend to reduce the losses of grain in transit and to bring about prompt, fair, and just settlement of claims. It is not shown or believed that all of the conditions which have been criticized are characteristic of all shippers or of all localities, but, as stated by the Examiner, to the extent that faulty conditions or improper practices exist in any quarter, they should be given due consideration and attention. The Examiner's report, conclusions, and recommendations are adopted by the Commission. The carriers and shippers will be expected to arrange promptly for a conference of their representatives, with a view to an agreement upon rules and practices to be observed in filing, investigation, and disposition of claims. In the meantime, the proceeding will be held open for such action as may be found necessary or proper."



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Fuel Economy in the Homes

What are you going to do in the way of contributing your share towards the conservation of coal, which is especially important at this time because of the greatly added responsibilities placed upon transportation companies as well as because of the very unusual weather conditions? It is estimated that considerably in excess of 100,000,000 tons of coal are needed, which, with the normal output, means that a considerable amount of saving must be effected by the individual consumer. It is important that the individual household should seriously view this important question and that each of us should take seriously the matter of conservation of fuel. It is important for us to know in what way we can save the fuel supply without suffering hardship. It is important, for instance, in the cooking of meals that various foods should all be cooked with one fire. Whether the housekeeper uses gas in cooking, or coal or wood, the saving of fuel is important. If oat-meal, rice, meat, potatoes and corn mush are being prepared they could all be cooked at one time with one fire. For a light meal, such as luncheon, a very light fire would be all that is necessary.

At all times it is important to use a small enough supply of coal, so that the stove should not become overheated. Do not leave the front dampers open until the stove is red hot, because this results in a great waste of fuel as well as damage to the stove. Consequently, it is important that not only the supply of coal used should be watched, but

also that the dampers on the stove should be watched. The heat thrown out from the kitchen range should be utilized in a practical way in heating the balance of the house. Of course, there are some articles of food prepared in the kitchen which render the odor somewhat disagreeable but the practical effect of heating a portion of the living quarters is of considerable value at this time in the conservation of fuel. In fact, small families who live simply would not find it amiss to eat their meals in the kitchen, and avoid the necessity of heating thoroughly the entire house.

Some housewives conserve gas by cooking most if not all of the food being prepared over one gas jet by the use of a large steamer. The use of the fireless cooker is of great importance not only in the way of conserving fuel, but in the way of added convenience to the housekeeper. When the evening meal is cooked the stoves connected with the fireless cooker can be heated and all the cereals which are to be cooked for breakfast may be prepared therein. Or at the morning meal, if the meat, potatoes, etc., are put into the fireless cooker, these can be cooked for the noon lunch, and it will not then be necessary to build a fire in order to prepare the noon meal. Care and forethought in these matters means a saving of many tons of coal.

In the heating of the house, whether open grate, stoves, hot air, steam or hot water are used an examination of practical conditions and habits among the

American people shows an enormous waste. A study of the various habits of different families with reference to fuel waste and fuel economy is interesting. For instance, one householder having a hot air furnace heated the entire home throughout a very severe winter with the use of 12 tons of coal and his family stated that there was not one day in all of the cold weather that the whole house was not nice and warm.

This was a rented house and another family later living in the same house used 17 tons, claiming that they could not heat this house with even that amount, although that particular winter was very much less severe than the previous winter mentioned. It was interesting to note the careless way in which the latter householder handled his fire. It was either too hot or too cold. He would make up a big fire, and then neglect it to the extent that it would be almost out before it was again attended. The result was a great waste of fuel.

Unfortunately it is the rule rather than the exception that the individual who handles the furnace of a home or of an apartment building is not sufficiently informed in regard to fuel economy. The average janitor in the average apartment building in the larger cities is very much like the householder mentioned above, there either being a plethora or a dearth of heat. Simply because it is easier to put in a large supply of coal at one time while near the furnace, the ordinary janitor of an apartment building will do so with the result that too much fire is created, and he will then remain away from the furnace until the fire has gotten so low that the living quarters become uncomfortable, and it requires an unnecessary amount of coal to bring about the average condition of warmth in the building.

One very important thing which has been emphasized by the Fuel Administrator in the attempt of the Government to conserve fuel, is that most houses or most apartments are kept altogether

too warm. It is to be noted that a temperature of 70 degrees is fixed as the maximum under government direction in any room or any house used as living quarters. It is unfortunate that the average American family probably, is so accustomed to having the house or the apartment overheated that when the temperature is between 65 and 70 a complaint is made. It is important from a health standpoint as well as that of fuel economy that living quarters should be kept in the neighborhood of between 65 and 70 degrees of heat. In order to regulate the heat in living quarters a thermometer should be kept and attention should be given to keeping the house between 68 and 70 degrees. Older people perhaps require slightly more heat than younger persons, but this can be offset by having heavier clothing worn by those who feel somewhat cool in a temperature of 70 degrees.

Open fireplaces are very extravagant in their use and waste of coal. Even with the use of wood the fireplace permits the greater quantity of heat to radiate up the chimney. In certain sections of the country where there is still considerable timber it is important that all classes of citizens should use wood for fuel instead of coal. Houses can be kept much more comfortable also with the use of the wood burning stove rather than the open grate. These wood burning stoves not only greatly conserve the supply of fuel but also require so much less attention and heat the houses so much better that their improvement over the open fireplace is marked.

In view of the great need for a plentiful supply of coal, which is essential in heating cantonments where our soldiers are quartered, as well as driving locomotives, ocean steamers, army transports and battleships, it has been well said that when one wishes to be an American patriot, "Get out the ax and cross cut saw, mall and wedge. They are the implements of warfare, the war against industrial weakness which means defeat."

Employees Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Shown

Hernando, Miss., Sept. 25, 1916

Editor,

Illinois Central Magazine,
Chicago, Illinois.

Dear Sir:—

Shakespeare says that ingratitude is the worst of all sins, and I agree with him, and in order not to be guilty of this deadly sin I want to return thanks to the Hospital Department for the excellent service that has been rendered me.

I developed a condition of my eyes previous to my being retired from active service, and before having been retired I made application to the Chief Surgeon for necessary treatment, in keeping with the rules and regulations of the Hospital Department.

My vision continued to get worse, es-

pecially in the right eye, until I could hardly see and there was a considerable amount of pain with it. However, after having been treated by the specialist of the Hospital Department I can now see as well as I ever did in my life, in fact, I can read without using glasses, and if I would be so ungrateful as not to return thanks to the Company for providing the means to restore the sight of one of its old employes, I would be ungrateful indeed.

I have much to be grateful for, and with sincere thanks and best wishes for the Company and the Hospital Department, I remain,

Truly yours,

(Signed)

T. J. O'Donnell,

Section Foreman.

Hernando, Miss.



1.—LAKE CHAUTAUQUA, CRYSTAL SPRINGS, MISS.; 2.—LAKE AT HAZLEHURST, MISS.; 3.—PINE FOREST, COPIAH COUNTY; 4.—BROWN'S WELLS; 5.—A SAMPLE OF GOOD ROADS, COPIAH COUNTY, MISS.



Bridge Substructures of the Illinois Central R. R., 1852-1917

The Illinois Central system, composed as it is of many small railroads built at various periods of time, in widely separated localities, and under more or less independent construction organizations, reflects to a large degree the combined ideas and constructive ability of successful railroad men and engineers of the past sixty-five years.

When it is recalled that the first railroad in America was built about the year 1830, but a few years before the start of the West Feliciana Railroad in 1836—now a branch of the New Orleans Division located in western Louisiana—it is not too much to say that practically the entire progress of the science of railroading has taken place since this branch was first projected and built.

That this development has been extraordinary goes without saying, forced as it was by the spur of necessity to accommodate the constantly increasing traffic requirements of a population which rose from fifteen million to over one hundred million inhabitants during the corresponding period of time.

Some of the most interesting features of this development, insofar as the engineer is concerned, are to be found in connection with changes in design and construction of the many bridges spanning the water courses and rivers encountered within the territory traversed and served by this corporation.

Early railroad bridge engineers had a considerable advantage over those engaged in the other branches of construction, in that the building of highway bridges had been progressing for centu-

ries previous to the introduction of the steam locomotive, and it was comparatively easy for them to modify their highway designs to accommodate them to the requirements of, and conditions peculiar to, the new industry. This was particularly true as regards the foundation and other substructure work constructed during the years immediately before and after the war between the states.

In the construction of the early bridge piers and abutments, it was well known that piling made an excellent foundation in soft ground; that care should be taken to prevent the river current from scouring out the soil underneath; that broken rock or rip rap, properly placed in sufficient quantity was, as a rule, an effective preventative for this; that wood where continually wet and not exposed to the atmosphere would last indefinitely; and that in any case a good foundation was absolutely essential. These and other fundamental facts established many years ago are likewise given the weight they deserve in the design of similar structures today.

Thus, the evolution of the railroad bridge from its early crude and comparatively simple form in 1850 to the highly developed and carefully designed structure of today, has consisted largely of an amplification and improvement on these facts, combined with the invention of certain appliances and the discovery and utilization of materials and processes of construction by the railway engineer from time to time as occasion required or necessity demanded.

There are to be found in service on the

Illinois Central at the present time many examples of bridge substructure which may be used to illustrate the various types of design as constructed during and since the early days of its inception.

For convenience we may group these types into six general divisions, each one of which is in turn made up of several subdivisions developed to meet the requirements of certain unusual conditions found at some particular bridge site.

The foundations for the first group, embracing minor structures such as stone box culverts, small stone and brick arches, piers and abutments, located in comparatively dry or very shallow streams where the soil was firm and there was no particular danger of scouring, as built previous to 1890, were almost universally constructed by leveling off the ground near the low water stage and placing a wooden floor or grillage on this leveled space, on top of which the masonry work, either stone or brick, was erected.

This floor of hardwood was usually composed of hewn logs, laid close together and planked tightly on top with three or four inch boards, the top sur-

face of which was located so as to be about six inches below low water. Sometimes a double course of timbers was placed under the plank flooring, in which case the timbers were laid at right angles to each other, the lower course of logs being variously spaced from two to three foot centers. This grillage was generally made of sufficient area to project from two to three feet beyond the neat line of the masonry on all sides, thus increasing to a considerable extent the area over which the load was distributed.

Figure No. 1 is a photograph, taken in the fall of 1916, of Bridge W 154-83, a sixteen foot semi-circular stone arch, built in 1862 on this type of foundation, and shows a portion of the planking on the grillage which has recently become exposed at one end.

The larger arches, small piers and abutments, composing the second group of structures, built in streams of moderate size and depth during the same period of time, were usually placed on a timber grillage, which in turn was supported by piling, particularly if the ground was soft and yielding or there appeared to be danger of scouring.

This piling was, as a rule of hard wood,

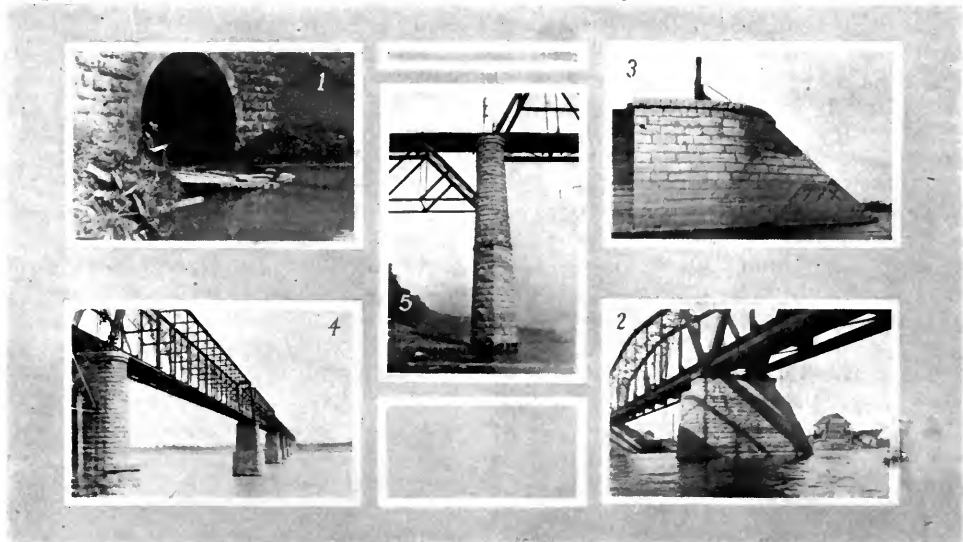


FIG. 1—BR. W. 154.83. FIG. 2—PIER NO. 6, D. & D BRIDGE. FIG. 3—NOSE OF DRAW PIER PROTECTION, D. & D. BRIDGE. FIG. 4—GENERAL VIEW, CAIRO BRIDGE. FIG. 5—DOWN STREAM FACE PIER NO. 11, CAIRO BRIDGE.

driven two and one-half or three foot centers over the entire area of the foundation. After driving, the piles were cut off evenly, capped with squared timbers running lengthwise, and a second row of timbers of the same size was placed at right angles on the top of the caps, the whole forming a tight floor or grillage on which the masonry work was supported as before; all the timber being securely bolted together and placed low enough to remain continually under water, even at the driest season of the year.

The following extract from a report made in 1856 by Minor Meriwether, Chief Engineer of the Mississippi & Tennessee R. R., concerning foundations of certain bridges, on what is now the main line between Memphis, Tennessee, and Grenada, Mississippi, is of interest in this connection, and serves to convey to the engineer of today an inkling of what bridge building was in the infancy of American railways, before steel sheet piling, steam hammers, pumps, dredges and all the many appliances and items of equipment had been invented, which are today considered indispensable for work of this nature.

Coldwater Bridge—Br. J 422-7.—"In establishing foundations for the masonry we encountered a syst or quicksand as mobile as water which had to be removed below the bed of the channel, itself a sisyphian task. Below this, white oak piles, twelve inches in diameter were driven two and one-half feet from center to center to the depth of fifteen to twenty feet to a hard substratum. These were then sawed off evenly, capped with heavy white oak sills and floored with 4 inch plank. Upon this the brick work was built.

A similar foundation was prepared at *Hickahalee Bridge—Br. J 427-5* where we encountered the same character of quicksand. No pains were spared to render the foundation solid, and to place the timber so far below the bed of the river as to render exposure to the atmosphere forever impossible.

Tallahatchie Bridge—Br. J 448-34.—I have adopted the pile foundations at

Tallahatchie, protected by a rip rap of broken stone, obtained from a quarry near by. An attempt was made to work enough of the stone for the piers, but it proved too hard even for the saw of the lapidary and was abandoned, the cost being more than double that of brick."

It is interesting to note that the three bridges referred to, the first one at Coldwater River still has the original brick piers in service, although the superstructure which they support has been renewed at least five times since the bridge was first built.

The second one at Hickahalee River, consisting of one brick and one stone pier, remained as originally constructed until 1914-15, when new concrete piers and steel superstructure were installed to handle the increased loads to which it was being subjected; and the one at Tallahatchie River remained as originally built until 1908, when a heavier superstructure, the fourth at this point, was placed and the piers were jacketed to accommodate the new steel; the old foundations however, were found to be in an almost perfect state of preservation, notwithstanding that they had carried loads for years considerably in excess of any that might have been contemplated at time of construction.

As described above, the construction of grillage or grillage and pile foundations was evidently of such a nature as to prohibit the use of either type for structures placed in the deeper streams, having swift currents and subject to considerable variations in the water level at different seasons of the year.

Where it was necessary to bridge streams of such character, we find evidence in pioneer construction work of considerable ingenuity having been used to accomplish the desired end, especially when it is remembered that but few of the appliances and materials in common use now were known at that time.

A distinct type of construction by which such structures were successfully built, comprising the third of the groups referred to, early came into existence and continued to be used with various modifications until the latter part of the

nineteenth century, when improved machinery together with comparatively cheap and reliable steel, cement and other materials brought about a radical change in substructure design and methods of construction.

This obsolete method, with its most important modifications may be briefly described as follows: Where the river bottom did not offer a solid rock foundation on which to build, the usual practice was to drive piling, from a barge moored in the stream, to within a short distance of the water level at the pier location; these were then cut off a few feet above the river bed by means of a circular saw fastened to a vertical shaft, supported by a frame work erected on the barge and operated by hand, horse or steam power.

A strong timber box or crib, open at the top, was then built on the shore nearby, having a floor and sides of heavy timbers framed together and fastened with wrought iron bolts; the floor generally consisted of two courses of twelve by twelve timbers, laid close, placed at right angles to each other, and covered with a tight three or four inch deck. The sides and ends were framed with a single thickness of twelve by twelve timbers covered on the outside with three or four inch plank, so that the box would be practically water tight; these were strongly fastened and braced, to withstand outside pressure and secured to the floor by long iron rods, placed so that they could be detached from it at any desired time.

This crib was floated when finished and anchored in position over the piling, and the masonry started within; as the work on the pier progressed the constantly increasing weight of the structure caused it to sink until brought to rest finally with the floor supported in position on the piling which had previously been driven and cut off below the water surface.

The masonry work was continued until the top extended above the surface of the water on the outside of the crib, after which the sides of the crib were detached from the bottom and taken away, leaving the masonry resting on the

floor acting as a timber grillage, fastened to and supported by the piling.

Broken stone was then usually deposited around the piling and the bottom of the pier, extending on all sides for some distance, and reaching to within a short distance of the low water mark. This was done to prevent scouring out of the river bed around the piling, and the consequent undermining of the entire structure.

Sometimes a variation of this method was used whereby a crib was constructed of two boxes, bottomless and of unequal size, one within the other, fastened together by cross timbers and iron rods in such a way as to form compartments or pockets between its inner and outer walls. Some of these compartments were built with a floor in order that they could be filled with broken stone when the crib had been floated into position, and it was desired to sink it to its final resting place on the river bottom. The inner box, having an area somewhat larger than that of the pier and of sufficient height to extend above the water surface, was then bailed or pumped out, the piling driven to the required elevation, cut off, capped and the masonry carried up in the usual manner.

After completion of the pier, that portion of the crib below low water stage was left undisturbed, and the open space between the pier and the walls of the crib completely filled with broken rock, the whole forming a permanent protection.

Another method often successfully used was to build a rock filled crib as described, tow it into position in the stream and sink it as before, after which the foundation piling were driven within the central open space, cut off a short distance below low water, the interstices between them filled with rock, and the masonry work begun on a timber grillage resting directly on the piling and rock filling within the crib; thus dispensing altogether with the operations and difficulties incident to pumping out and keeping the crib dry during the course of the work below water level, as in the preceding method.

Where a solid rock foundation was encountered the same general procedure and methods of construction as first described were used, omitting of course, the piling and grillage, and commencing the masonry directly on the rock. It was usually necessary to dredge the silt away from the site of the piers before the crib was sunk in order to get the lower edge of it down to the rock surface. Likewise, earth was generally placed around the outside of the crib to seal up, to as large an extent as possible, the openings between the bottom of the crib and the surface of the river bottom, the object being to render the crib as nearly watertight as possible before the pumping was begun.

One of the first important bridges constructed on the Illinois Central along the lines just described, and one that still stands as a credit to its builders, is the substructure of the Dunleith and Dubuque bridge across the Mississippi River at Dubuque, Iowa.

This bridge was built in 1868 across a large river where the extreme variation

in the height of the water was about twenty-two feet, and where ice jams and spring freshets of considerable magnitude had to be overcome.

As originally constructed, this structure consisted of an abutment carried on solid rock on the east or Illinois shore, a draw pier and five piers set in the bed of the river on a grillage and pile foundation, and one shore pier and abutment on the same kind of a foundation on the Iowa side of the river.

The piles under all the piers and the Iowa abutment are of white oak and Norway pine, at least nine inches in diameter at the small end, and are driven approximately thirty inches center to center. These were sawed off from ten to twelve feet below standard low water leaving an average length of twenty-five feet below cut off. The tops were cut true and level and extended from one to three feet above the bed of the river.

Two courses of squared timber laid at right angles to each other were placed on top of the piles and fastened



with wrought iron bolts, forming a solid timber floor on which the masonry work was built, as was the general practice at that time, the notable difference between these foundations and those described in the other two groups, being that the top of the timber floor here was approximately ten feet below low water, whereas the other structures were built with this floor but a few inches below low water.

After the sides of the construction cribs had been removed, rip rap was dumped around the piers from barges, it being handled under water and placed in position by divers, an extract from an old contract reading as follows: "Contractor hereby covenants and agrees to furnish three men, competent to do submarine work with armor, and all things necessary for submarine work, and to do promptly whatever may be required in the way of submarine work during the construction of the bridge, including the leveling and placing in proper position the rip rap that may be required about the piles and in the foundation of the piers, and about the piers and other work connected with the bridge, and to do all work that may be deemed necessary to be done in that line."

Figure No. 2 is a photograph taken at this bridge in the fall of 1916, and shows river pier No. 6 as it now stands after forty-nine years of continuous service.

Figure No. 3 is a photograph taken at the same time, of the masonry nose of the draw pier protection built on top of a rock filled crib at this bridge, in 1885.

By the time the Dubuque bridge was completed the period of trial and uncertainty for the steam railroad had passed, and since that time great progress has been made in the design of motive power and other equipment. The increasingly heavy locomotives put into service from time to time have caused important changes to be made in bridge design and forced the creation, in 1892, of a separate bridge department to handle the problems arising in connection with this particular class of the company's property.

The importance of St. Louis as a rail-

way center early caused engineers to make investigations relative to the feasibility of bridging the Mississippi River at that point and resulted in the construction, during the years 1868-74, of what is popularly known as the "Eads" bridge.

This structure is notable for being the first bridge built in the United States on which the compressed air method for sinking foundation caissons was used. Likewise, many of the standard practices and details of construction in use at the present time in connection with especially difficult foundation work were first worked out there.

This, the fourth and perhaps the most interesting type of foundation, is well illustrated by those constructed under the supervision of Mr. G. S. Morison and Mr. E. L. Corthell, Consulting Engineers for Br. 363-2 across the Ohio river at Cairo, Ill., in 1887-89.

The substructure here consisted primarily of three shore piers—one on the Kentucky, and two on the Illinois shore—carried on pile foundations; and ten river piers supported on concrete foundations placed by the use of pneumatic caissons, which latter method had by this time been tried out during the construction of several important bridges in different sections of the country, and perfected to a considerable extent since its first trial at St. Louis in 1869.

The information given in connection with this work has been obtained from a complete and very able report covering the construction details of the entire structure and submitted in 1891 by the engineers in charge, after the work had been completed and the bridge turned over to the operating department.

At the site finally chosen, the Ohio river is wide and subject to very great fluctuations in depth of water carried during the different seasons of the year, the extreme variation between high and low water stage being approximately fifty feet.

Extensive test borings were made to determine the character of the underlying strata before the type of foundation was decided upon. These borings indicated that a solid rock foundation was

not to be had and after much study the engineers in charge decided to sink all of the river pier foundations by means of the plenum pneumatic process to a depth of seventy-five feet below low water, or fifty feet below the deepest part of the river, where they would be supported on sand.

To simplify the description of this work, it has been divided into three sections, the first or bottom portion called the caisson, the second or center part the crib, and the third or top section the masonry proper; a portion only of this last section now being visible, even at low water, inasmuch as the top of the crib on which it rests is ten feet below the bottom of the river, allowance having been made in the construction for ten feet of possible scour.

The caissons used were simply strong wooden boxes without bottoms, twenty-six feet wide, sixty feet long and sixteen feet high, made of heavy timbers carefully fitted, braced and bolted together. Around the bottom edge of the caisson a triangular cutting edge was placed, consisting of timbers covered with iron plates. The outsides of the caissons were built vertical on all sides for their entire height with two layers of three inch oak plank placed over the timbers on the sides and top to make them practically watertight. The caissons were built on the shore and launched as needed.

After launching, the sides of the caisson were built up above the top to form the crib, or central portion of the structure.

During the building of the crib, which was of the same area and general type of construction as the caisson on which it rested, the entire structure was towed to its allotted place in the river and sunk, by placing concrete on top of the caisson and within the crib, until the cutting edge rested on the river bottom. A forty-eight-inch circular iron working shaft extending from within the caisson to twenty feet above the roof was built in the center of the structure, together with a twenty-four inch supply shaft, a four inch air pipe, one five inch water pipe and two four inch discharge pipes, all

of which, although provided either with trap doors or air tight valves, connected the caisson with the outside air above the water line.

An enlarged section of the working shaft located just below the top of the caisson was built for use as an air lock through which the workmen were able to enter and leave the caisson at will.

When the caisson had settled some distance into the soft river bottom, the water within it was forced out through the water pipe by pumping air under pressure into the working chamber, on the lowest part of the caisson, which now had the river bottom for a floor. After the water had all been displaced by the compressed air, men were lowered into the air lock immediately above the working chamber, a trap door closed behind them and a valve opened in the roof of the working chamber, through which the compressed air from below was permitted to enter the air lock in which the men were stationed. When the pressure in the air lock became the same as that in the working chamber a trap door between the two was opened and the men lowered to the river bottom within.

The excavated material, consisting principally of sand, was then removed by means of pumps discharging through the four inch pipes referred to above, the work being carried on in conjunction with that of concreting within the crib, it being necessary to keep the top surface of this always above the water level, as the entire structure was steadily being lowered by the operations going on within the caisson. After the crib was filled with concrete to a point thirty-four feet above the top of the caisson, it was necessary to commence the third or masonry section, raising this part of the structure at the same time as the entire pier was being forced by easy stages deeper and deeper into the river bed. From this it will be seen that work on the piers was progressing in two places at once, the operations in the caisson causing the entire structure to sink, while the force on top was careful to keep the concrete, and after

it had been placed the masonry, above the water level at all times.

After the caisson had been sunk to the required depth the working chamber, air lock and other openings were sealed with concrete, leaving the final foundation on which the masonry rests twenty-six feet wide, sixty feet long, and fifty feet high of solid concrete entirely surrounded by a heavy frame work, the top of which is ten feet below the deepest point in the river bed.

Figures No. 4 and 5 are recent photographs taken of this structure, illustrating the bridge as it now stands.

Confronted by rising prices and a scarcity of timber, combined with the ever increasing weights of motive power, the bridge engineer was forced, soon after the completion of the Cairo bridge to obtain new materials, and provide improved methods of construction in dealing with the ordinary type of bridge substructures.

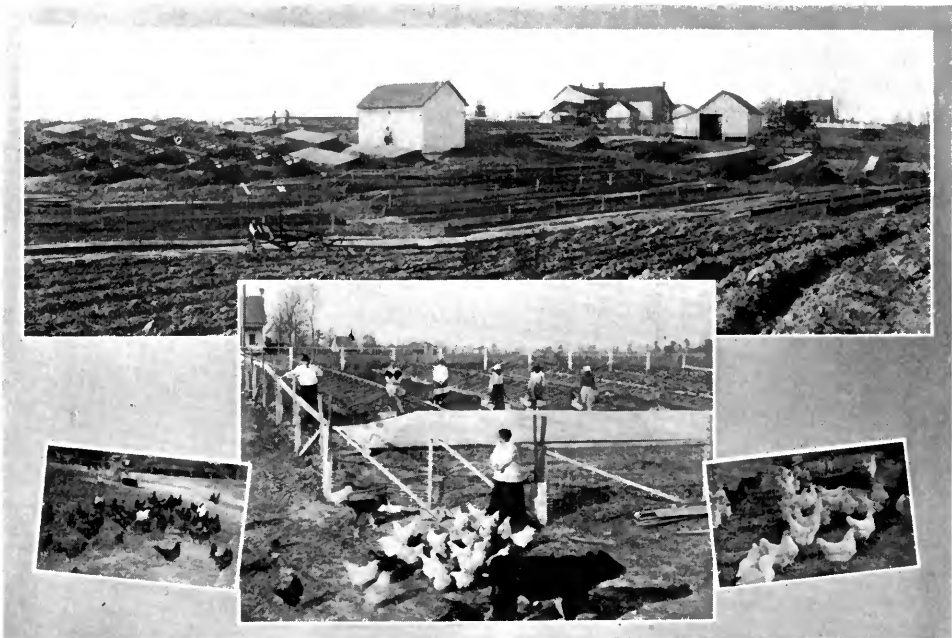
The perfection of manufacturing

methods and consequent decline in the price of Portland cement about this time, offered a timely substitute in the form of concrete, and by 1900 this material had been adopted on the Illinois Central, taking the place of new construction of the timber and stone masonry foundations which had been in almost universal use up to that time.

The open cofferdam method of construction also came into common use for structures located in streams of ordinary depth, the development of various types of steam pumps and other equipment materially aiding in the successful completion of such foundations.

A description of this method, by which the structures in the fifth group are constructed, and as used at Br. J G 386-36 on the M. & S. L. R. R. crossing of Wolf River in 1906, is here given to show that after all, modern practice is but little different in theory from that of years ago.

The substructure work consisted of



COLD FRAME AND HOTBEDS FOR YOUNG PLANTS, COPIAH COUNTY, MISS.

two concrete piers, supported by twenty-five foot piling driven two and one-half foot centers under the entire footing.

As finally built the frames of the cofferdams were made up of a row of piles driven into the river bed approximately six feet apart until their tops were about three feet above the water surface, and having an eight by ten timber placed in a horizontal position around the outside of them, forming a rectangle enclosing the site of the pier, against which sheet piling, built up by bolting together three pieces of three by twelve lumber with a groove along one edge and a tongue along the other, were placed in a vertical position and driven into the bed of the river by means of a pile driver, the tongue of one piece fitting into the groove of the next, forming when completed, a relatively water tight box or cofferdam with its upper edge about four feet above the river surface, and its lower edge from three to four feet below the level at which it was intended to start the concrete footing.

The cofferdam was then pumped out by means of a six inch centrifugal pump and the work of excavation commenced. It was necessary to keep the pump practically all the time as the river bed was of sand, and water was continually entering from the bottom.

When the excavation had been completed, the foundation piling were driven and the tops cut off about two feet above the bottom of the pit, after which concreting was commenced; the footing course was made four feet thick, and extended over the entire area of the cofferdam, which had been built somewhat larger than the plans called for as a measure of precaution against various construction contingencies. The use of a timber grillage was dispensed with in this manner, the footing being built around and over the tops of the foundation piles which had been left projecting above the bottom of the pit to permit of this being done.

The timber form was erected upon this footing and the concrete, comprising the body of the pier deposited

within, while the pumps were kept in use until the pier had been raised to a point above the surface of the water in the river outside the cofferdam.

In this particular case, the cofferdam was left in place as protection from drift and logs brought down the river from time to time.

The sixth, and last type of construction is not in very extensive use, yet under certain conditions it is as efficient and much more economical than the pneumatic caisson method used at Cairo.

As used in 1906, at Br. 874-62 over an arm of Lake Ponchartrain near Manchac, La., this method is peculiarly adapted to comparatively deep water having very little current, and with little or no variation in the daily water level.

At this point the pivot pier for a double track draw bridge was installed somewhat to the east of the structure then in use and in water approximately thirty five feet deep. The only variation in the water level was that caused by the tide, which averaged about two feet.

The work was done under traffic, a single track pile trestle being kept in service for this purpose.

The plans as adopted and carried out, called for a circular concrete pier thirty-eight feet in diameter and forty feet high, supported by one hundred and seventy-seven hardwood piling of an average length of sixty feet, the tops of which were located eleven feet below mean water level.

The foundation piles were first driven, by means of a steam pile driver mounted on a barge, until the tops were two or three feet out of the water, those in the center being driven first. A follower was then rigged up out of a piece of hickory timber approximately fourteen inches in diameter and thirty feet long; this was fitted at one end with a heavy iron ring to prevent splitting and at the other end with an iron bell shaped sleeve fastened securely to the wood and forming a cup like socket made large enough to fit over the top of a pile. This piece of timber when in use was hung in the leads of the pile driver with its upper end under the steam ham-

mer and the lower end resting on the top of a foundation pile.

By this means the blows of the hammer were transmitted directly to the pile underneath, which was driven below water to the elevation desired without any appreciable trouble.

A frame work then erected on several piles left above water for the purpose and the erection of the steel caisson commenced. This was made up of plates three-eighths of an inch in thickness, five feet wide and about eight feet long, assembled in sections and riveted together so that one cylinder thirty-eight feet in diameter and five feet high could be placed at a time. When the riveting of all sections was completed this five foot cylinder was lowered into the water until all but the upper edge was submerged after which another section would be fastened to it and the whole lowered as before. In this manner the caisson was put together and brought to rest on the bottom, the weight of the steel shell, causing it to sink about four feet in the mud. Some little trouble in sinking the caisson was experienced by it becoming caught on old timbers or debris of different kinds which had to be removed, by divers using dynamite, before sinking could be resumed.

After the caisson had been finally placed in position, concreting was com-

menced, it being deposited under water by means of a tremie, or galvanized iron tube ten inches in diameter having a hopper at one end.

This tube was held in a vertical position with its bottom resting on the ground inside and near the edge of the caisson, in which position it was filled with concrete and kept full, the lower section being telescopic and raised slightly from time to time to let the concrete run out at the bottom, the whole operation being carefully watched, so that the minimum amount of cement would be washed out of the concrete. In this manner a sealing ring of concrete was placed entirely around the inner edge of the caisson, after which the space around and between the piles was filled in a similar manner to within eleven feet of the water surface, the water was then pumped out, the caisson braced with timbers within as the water was lowered, and the remaining portion of the concreting completed in the open air.

In conclusion, it may be said that the complete history of railway bridge engineering abounds in instances of difficult problems encountered and successfully solved, which offer an interesting and instructive field of study to the engineer who is engaged in this branch of professional work.

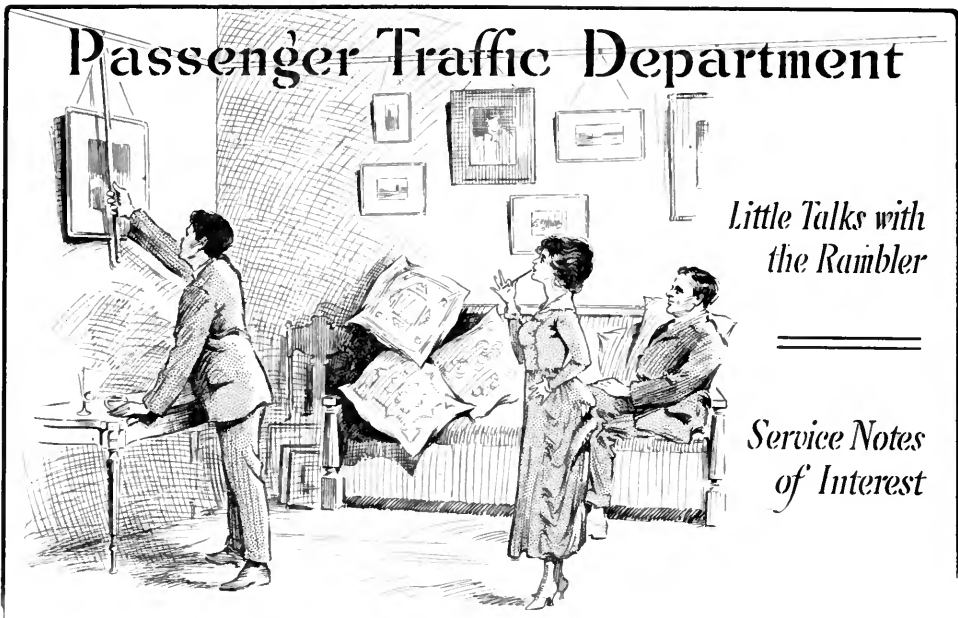


RESIDENCES, HAZLEHURST, MISS.

Passenger Traffic Department

*Little Talks with
the Rambler*

*Service Notes
of Interest*



Getting Into Line

THE RAMBLER sat at his desk in an abstracted mood, puffing vigorously on his cigar and enveloping himself in a cloud of smoke. He was ostensibly reading a magazine, but as I came in on him without being observed it was apparent that if the Rambler was absorbing what he was reading there was also working in his mind a subconscious train of thought foreign to the text before him.

It was the noon hour, and, being somewhat busy, I had just finished a modest lunch at a near-by high-stool counter, after which I had lighted my cigarette, and in going back to my desk had dropped in just to say "howdy" to the Rambler as I passed the open door of his room. It was some minutes before the Rambler appeared to be conscious of my presence; not until I had given him a little word of greeting did he apparently throw off his abstraction and give a fitting salutation in return. "If 'everything helps,' as you say, I wonder what is going to be greatly benefited by your train of thought," I remarked. "I don't think I

ever saw you apparently so entirely lost in yourself as you seemed to be just now. You didn't even hear me come in, and I have been standing here for at least a full minute before I seemed to dawn on your consciousness. What's the big idea?" "Nothing very big, I fear," was the laughing response; "surely, nothing that will 'help,' notwithstanding my usual asseration that everything does help. The fact is, I am a bit tired, I guess. Physically, I mean. Reckon I am getting too fat for wading through the drifts of the big snow storm of this morning. They rather puffed me. You know, I spent the night out in the suburbs at Tyro's, and my knees ache yet from my fight with the blizzard in going to the station to get an early train. I was afraid I might get blocked later, as the storm seemed to be increasing. How are our trains running, do you know?" he added, as, rising from his chair, he went to the window and gazed reflectively out at the raging blizzard.

"Come in, Slim," he shouted, as turning he saw that individual standing in

the doorway as if in doubt as to whether to go on, on seeing me with the Rambler. On the latter's invitation, however, he joined us, and in response to the Rambler's question as to what was on his mind he somewhat evasively replied that he was wondering where he and the rest of the boys were "going to be at?" "Referring, of course," was Rambler's quick rejoinder, "to the fact that, now being a railroad employee of Uncle Sam, matters seem to be shaping themselves as for the time being to throw you out of line. That is, out of your accustomed groove. Hence, you are speculating in your mind as to the ultimate outcome, as far as you personally are concerned, and in case of the other 'boys' as to how they are to come out. Not because you are now a government employee. As far as that is concerned, you and the others understand that your personal contact will continue to be with your old chiefs, under the old railroad management. It is because just at present you are all in a marking time period due to having been called in from solicitation; and, fortunately, instead of being in idleness, with the possibilities arising from such a situation on the near horizon, you are able to be of temporary service in a special, but important direction. But when the latter ends, you are saying to yourself, 'What then?' A perfectly natural question. I will admit; and one that as thinking men all have a right to ask themselves. You all realize that underlying everything not only have we become government employees solely on account of the war, but that your being called in from solicitation is due mainly, if not wholly, to necessity growing out of extraordinary war conditions. In a word, that rail congestion, due perhaps to many causes, all beyond the best efforts of the railroads, but in which weather conditions prominently figured, made train movements of a special nature paramount to normal train movements, strictly as a help-win-the-war necessity. Hence you and the others associated with you on the special work in which

you are engaged find yourselves, as I have said, out of line; your special line of routine endeavor being in the normal classification. But I wouldn't go so far in your thinking as to allow it to reflect unfavorably on the one central thought that, as our railroad president has expressed it in his circular of February 27th, 'we are in this war just as much as if we were in the trenches in France.' Instead of thinking too much of changed conditions, just imagine yourself a soldier in the ranks awaiting the next orders. Through those in command, a campaign will develop in the success of which all will undoubtedly contribute their bit, even should worse come to worse and that bit be along some line of sacrifice.

"Here, let me read you something from the 'Right Way Magazine' of the Central of Georgia," he abruptly exclaimed. "It covers my thought exactly." As he took up the magazine he nodded significantly at me, as much as to say, "you see, I knew what I was about when you came in better than you thought I did. Everything does help, even if it is no more than an apparent fit of abstraction." What he then read aloud was as follows: "There is nothing to be gained in speculation as to the effect of the new order of things on railroad employees, shippers and the public generally. The President has acted with a view to best serving a nation at war, and the various details connected with the handling of American railroads will unfold themselves as the Director General proceeds with his work. The chief duty of every railroad official and employee now and henceforth is to lend his tireless and hearty co-operation in expediting the aims of the government. No class of people is more patriotic than railroad employees, and now is the opportune time for them to show it: every railroad worker has a chance to show that his energy is directed by high motives of patriotism and self-sacrifice. It would be no less a crime against our consciences and our self-respect to be 'yellow' now than to

cringe before an enemy, if we were in the trenches. The war will not last forever, and presumably federal control will end when peace is proclaimed. The public is watching the railroads, and there is presented an unusual opportunity to every man connected with a transportation system to show what stuff he is made of, to do his part, to show his loyalty to his company and country."

Long before the Rambler had got through with his talk Slim began to show signs of impatience, and immediately on the completion of the reading broke out with, "But, Rambler! I'm not complaining. I'm as loyal as anyone in my desire to blend into the present situation and do my part. In fact, I have read order No. 8 of the Director General of Railroads, and recall fully a clause therein which says 'We can win and save the world from despotism and bondage only if we pull together. We cannot pull apart without ditching the train,' Slim' continued, earnestly, "and I am willing to do my part cheerfully to keep it on the track. I was only expressing a little natural curiosity and speculation as to how our problems were going to work out."

"I know, I know," said the Rambler in a conciliatory tone of voice, "you are all right, and so are all the rest of the boys; all of you are being good soldiers. I cannot help being reminded, however, of something that a young friend of mine, who has been in France with the army for now nearly a year, said in a recent letter. Mentioning an acquaintance whom he had heard from touching on his recently having joined the army, he said of him, 'Poor fellow, from his communication he doesn't seem to be in the best spirits, and I guess the army doesn't appeal to him.' As far as my friend himself is concerned, he seems to have been in his year of experience both plucky and progressive, having passed out of the 'buck private' state to that of a private of the first class and from thence has attained a sergeancy; with which his ambition seems to be whetted only, for

he is now studying to pass an examination for a commission. Yet, the staunch fellow says of his army life in his letter to me, 'It's a great game if you don't weaken, and, while I have not weakened to any appreciable extent, still I would admit that I am fed up with the whole business and would give most anything to see the statue of Liberty again as we sailed into New York Harbor.'"

Slim made no comment on these last remarks of the Rambler, but I thought his look indicated a turning over in his mind the question as to where they applied in his case. There was a momentary lull therefore in the conversation, during which I was reminded of a letter I had in my pocket from a young man also in the military service of Uncle Sam, although in a different branch from that of the friend of the Rambler; and I thought it appropriate to read to the Rambler and Slim these two extracts from his letter: "This life has certainly worked a wonderful change on me. It gives a person a feeling of independence which is pretty hard to shake, and it also teaches a fellow how to take care of himself in an emergency." Later in the letter he said: "I have certainly made a number of new friends, and they are friends worth having, because at night time, when a fellow has a tendency to become a little lonesome or blue, it doesn't take long to shake it, because you know that among a bunch of fellows there is always a few that are witty and comical, and also a number that are musically inclined. I know that in the barracks where I am we have a quartette and a jazz band, and when they all get started there isn't time to think and get blue, and that is just what makes things pleasant."

"Well," remarked Slim with a laugh, "it is possible this new life of ours may work a wonderful change in us. None of us are complaining about it, as I have said, but if in the end it does as much for us in its way as that writer claims is being done for him in the military, I'll be satisfied. But I reckon it

is not seditious, and hope I will not be misunderstood, for me to say that in ordinary times, when the usual routine is upset for some cause, say the weather, it is not at all unusual, is it, for those directly in touch with the situation to wonder when the cloud is going to lift, so to speak, and everything gets back to normal again? To illustrate, I see that the Rambler here has clipped an article by Mr. Hyde in the Chicago Tribune that appeared during the period of our recent first heavy blizzard. I remember reading that article myself, and perhaps you will both remember certain features of it." This last he said as he reached over and took the clipping from the Rambler's desk, and sketched its outline as he continued: "It tells of three parties in Eastern cities who started out in ample time under ordinary circumstances to be present at a formal dinner in this, our city, a thousand miles away. The first of them got to the dinner just in time to hear the last speech, his train being twelve and a half hours late on a twenty-four hour schedule. The second party, that should have arrived at two o'clock in the afternoon, actually got in at ten o'clock and reached the dinner just as it was breaking up; while the train of the third got so hopelessly behind that about midway of their journey they gave the dinner up and doubled back home. Here again he tells of a crack train, with a short distance run between two principal Eastern cities, that generally left at 12:40 o'clock in the morning, and which is ordinarily open for passengers at 10:30 at night. He waited for that train on the occasion of which he writes from 10:30 until 3:30 o'clock in the morning before it pulled into the station from the yards in which it is made up. When it finally came, he says, five of the sleeping cars were ice cold, unlighted, the berths unmade, and no porters visible. The train finally started for its destination about 4:30 in the morning, and some of the passengers made up their own berths. Another instance that he writes about is of an east and

west train arriving at its destination more than twelve hours late owing to a series of circumstances which he roughly enumerates as follows: It started out of its initial station three-quarters of an hour late because no passenger locomotives were available for its use. A freight engine pulled the train out to its first junction point, where a passenger locomotive was finally coupled on. Reaching the mountains, the train ran into a snow storm and bitter cold weather. Three big engines, two in front and a pusher in the rear, had all they could do to get the train up the steep grades. The cold lowered the steaming power of all the engines, the snow and a hard wind further delayed progress. Then a wrecked freight train was reported ahead, and there were delays in waiting for orders. By the time the train got over the mountains it was already hours behind its schedule, and had lost the right of way; so for the rest of its run it crept long, frequently held up by block signals while freight and other passenger trains got out of the way. I might add." Slim continued, as he tossed the clipping back onto the Rambler's desk, "that after discussing the matter from various angles, the writer sums up the principal causes for such demoralization as he has described principally to the weather, shortage of motive power and the vast volume of freight to be moved growing out of war causes. But now, Rambler," he said in conclusion, "we here, and anyone else who knows railroads as we do, know that every nerve was probably being strained by all involved in those unusual conditions, and that, too, cheerfully and loyally, to overcome them. But don't you suppose that the question was asked by them many times, mentally, at least, if not verbally, when such matters were going to get straightened out?"

Both the Rambler and myself gave a hearty laugh at Slim's using the Rambler's own tactics in making his point; or, rather, in defending his original question of the Rambler. "Of course,

I suppose so," was the latter's response after he had recovered from his amusement, "and I also understood the spirit of your question; but you are taking my response in not quite the way I intended it. By the way," he said, as if to change the subject, the while a smile lurking in the corners of his mouth as though something amusing had occurred to him, "I had the time of my life the other evening at Tyro's house. That is, I had an interesting and amusing time, although what I saw and heard there may not strike you as it did me at the time. Let me tell it to you," and opening a drawer he passed his box of cigars as if he thought a little pull at the weed might help our receptive moods while he talked. Lighting a fresh cigar himself, and then placing the box back in its place, he began by remarking that Tyro was a man who had as many sides in his make up as a dodecahedron—whatever that was. "You know him, and most people do," he continued, "as a newspaper grind. Snap-Shot Bill knows him as a good companion for an out-of-doorsite, in which connection I understand he is well versed in many phases of nature study. His wife probably knows him for many little characteristics which need not be mentioned, but it was left to me to discover the other evening for the first time that he is quite a lover of art. I mean that phase of it represented by pictures; I think we all know that he loves music. Well, it was this way," the Rambler finally began after satisfying himself that his cigar was going well.

"I dropped in on Tyro a few days ago in passing just to say 'how do you do.' That salutation represented about all the time he could give me except to say, 'Come up to the house tonight; it's my evening off, and there's going to be something doing; there'll be lots of fun. In fact, there's going to be a hanging.' Seeing my look of surprise, he laughed and added, 'O, nothing grewsome. Only the hanging of a picture.' A picture. I said? I can't conceive anything funny about

the hanging of a single picture, and you probably will have it up by the time I get there.' 'O,' he laughed, 'you don't know Helen. Come up and you'll see what only one picture will do for a married man.' I nodded in acquiescence as I passed out, and in due course presented myself at the door of his home in the suburbs. Dinner had evidently been disposed of some time before, for as Mrs. Tyro welcomed me in the hall, I saw Tyro, through the doorway, with a picture hanger in hand, critically surveying the pictures on the walls of the living room. 'Come in, old man!' he shouted as he heard my voice. 'Sit down on the davenport, there, and see me work.' Mrs. Tyro laughed and said, 'I suppose Howard has told you of his new acquisition, the proper disposal of which has been on his mind for a week or more. You will excuse us if we keep on with what we have on hand for a little while, during which we can be talking, you know.' 'The fact is,' said Tyro, 'that I have recently come into possession of a modest, but exceedingly fine thing in the way of an oil painting. There it is on the floor over there. Aside from its pleasing qualities as a picture, it appeals to me from a sentimental point of view, for it belonged to a friend that I thought the world of and has come to me through the breaking up of that friend's home. Furthermore, while, as you see, it is a simple landscape subject of willows by a stream and might represent anywhere as to locality, it also recalls a familiar scene of my boyhood. In addition, for many years past I have seen it from time to time in my friend's house, where it hung over the sideboard in the dining room; and from my seat at the friendly board of that household I have always admired it. To have it here seems to bring that household directly home to me; hence there is but one place in my house where it can be hung. That is over my dining room sideboard, where I can see it as I sit at my meals.' 'And there,' said Mrs. Tyro, with a little laugh, 'is where our troubles for this evening come in.

The place Howard insists on for his hanging is appropriate from every point of view, including a reasonable lighting; but his etching of a flock of sheep roaming up over pasture hills is also most appropriately placed in the same spot that he has selected for the oil. However, the sheep picture must go, but where? It certainly must have an equally good place, to secure which means, I fear, a general rearrangement of many of our pictures. In other words, that one picture is more or less disarranging many others in these two rooms,' and she waved smilingly at the dining room and the connecting living room, practically two rooms in one on account of the wide open doorway between them. 'Which is to say,' remarked Tyro, 'we are going to be all out of line on account of the new picture; but you just watch Helen shift things 'round here so that the tout-ensemble will be better than before.'

"While they had been talking I had counted the pictures hanging on the walls of the two rooms, twenty-four in the living room and sixteen in the dining room. 'Yes,' laughed Tyro, divining my thought, 'a regular picture gallery, isn't it? Still,' he said reflectively, 'I guess it is not quite as bad as that. In a gallery the pictures are generally massed together, while we have left wall space. The general grouping is, I think, as a whole harmonious and gives a reasonable amount of open space to not only leave the proper effect of wall, but to set off the pictures themselves.' 'The fact is,' said Mrs. Tyro, 'we love our pictures not as wall decorations but for themselves—for the stories they tell and the pleasure they give us from many points of view. Howard, I may say, however, is the genius that collects them.' 'And she,' broke in Tyro, 'is the arranging genius. Just watch her tear things up now, and then bring order again out of the chaos that she will make. Come, Helen, we must get busy.'

"To make a long story short," continued the Rambler, as finding his cigar had gone out he relighted it, "those

two worked from eight until half past ten that evening getting that one new picture hung—Tyro doing the physical labor, from the floor with his picture hanger, while his wife planned and directed. In the meantime I sat by and watched, mightily interested in hearing them chatter as to whys and wherefores for each move made; we all three interspersing little remarks in between on various topics, but chiefly bearing on the matter in hand. First, after hanging the new oil, a place had to be made for the sheep picture, and it was discovered that it would get the right light and be almost as easily seen by Tyro as he sat at his meals by placing it over the telephone desk in a corner of the dining room. But this necessitated the removal of a very effective etching of a cavalier lighting his pipe with a live coal from the open fireplace before which he was standing, and also an ornate China plaque on which was a painting of an ancient courting scene. These last two, however, were taken down and placed aside while the sheep picture was put up, after which, of course, came the question of the disposition of the plaque and the cavalier. But before this last was done it was discovered that the sheep picture looked lonesome alone in its little corner space, and so an appropriately framed and high class small photogravure of a group of cows was taken from a spot it had occupied for years in the living room and placed over the sheep. 'Excellent!' they both exclaimed. 'In perfect harmony as to tones and appropriately grouped.' 'I never did like those cows in the living room anyway,' said Tyro. 'A good thing in itself, the picture never did seem particularly appropriate for the place it occupied.' 'It was well enough there at the time,' his wife remarked, 'when we had so few pictures as to make something of an even distribution between the two rooms a necessity. But look at this!' she exclaimed, as she took from a narrow space between the bookcase and the window a daintily colored small picture of an old colonial doorway cov-

ered with purple wisteria in full blossom, 'see how perfectly this fits in the place the cows occupied. How it harmonizes with the rest of the pictures on that side of the wall, and the space it came from will look full as well if left vacant. It was but a narrow strip anyway.'

"That is but illustrative of what went on and on until all changes were made," the Rambler said. "The cavalier went into the living room over a water color seascape, displacing a colored autumn scene of naked woods and stream. This last was placed in a narrow space between two windows; it in turn displacing a colored print of a French chef amid his pots and kettles holding in his apron a litter of kittens and of puppies, all mixed up together, while the mother cat and dog were looking on in anxious solicitude. The chef picture in time was given a place in a corner of the dining room in lieu of a prettily framed and rather effective half-tone of an organ grinder and his monkey. This last was discarded as not being up to present standard as to quality, and as having served its purpose. 'In fact,' said Tyro, 'I never did think it particularly a thing for framing, but it is rather an effective composition, and many years ago I framed it more for sentimental reasons than for its artistic quality as a work of art. It reminded me of Tony the organ grinder, whom I knew for years on the streets in my cub reporter days.' The plaque seemed to bother them the most. It had been a gift to them some years before, and was a high class thing of its kind. It was 'something,' Mrs. Tyro said, 'that you really do not want to hide, but you hardly know what to do with.' It was hung that evening in several places, necessitating temporary shifts of other pictures, but it did not seem to place itself to the lady's satisfaction. It was thought for a while that it would look well in place of a skied fish picture in the dining room, and it having been agreed that the latter could be discarded after having been a source of some pleasure for

years. Finally, however, the plaque was skied in an odd corner of the dining room adjoining the china cabinet, through the glass doors of which cabinet Mrs. Tyro's pretty array of glass and china ware was visible. 'Good,' she at last exclaimed; 'the placque is now unobtrusive, yet visible and effective. In its way, much more appropriately placed than formerly.' Of course, however, this shift put another picture out of line—a small, highly colored reproduction of one of Max Parrish's effective fancies. But on an inspiration this last was more harmoniously placed than before by its displacing, in a narrow space in the living room, a colored evening winter scene; the winter scene taking an effective location for its merits in the dining room where formerly had hung a soft and exquisitely colored small picture of strawberries. This last in turn finally found a place skied over the door between the dining room and kitchen in lieu of the discarded fish picture. 'An exquisite thing, that strawberry picture,' said Tyro, 'and looks better up there than where it was before.'

"When all was finished at last we three took a general survey of the evening's work, and it was mutually agreed that for general harmony, lights and proper blending of color schemes, the two rooms were more effective than they had been before. Tyro, however, pretended good-naturedly to have been overworked in the hanging and re-hanging for the many trials that had been gone through before his wife's decisions became final as to the proper placing of the pictures; so, throwing himself down in a chair after we had concluded that no more effective arrangement could be devised, he said jocosely to me, 'Now, honest, Rambler, wasn't it fun to see Helen bossing me around and telling me what to do while I labored like a galley slave? But it's worth it Rambler; it's worth it.'"

The Rambler ceased talking, for he had evidently gotten to the end of his story, and Slim and I made no remark for several moments, as running

through the mind of each of us were thoughts of the probable application of what had been told us to the original subject under discussion. Finally Slim, who would have made a good lawyer in his ability to not lose track of the point, said, "That's all right, Rambler. I can see how the proper placing of one new picture in that room got all the other pictures out of line for the time being, and that, with intelligence and perseverance, the new line-up made things better than they were before. But how about those two discarded pictures?"

"O," said the Rambler, with a chuckle. "I asked about that at the time. It seems that Mrs. Tyro had been planning and scheming on that readjustment for days and had made up her mind that they would have to make a disposition of the fish and the monkey pictures. She had said nothing of it to Tyro, however, knowing his propensity to hang on to all the things

he had ever loved in the picture line, preferring to await ocular demonstration with him, that he might make the proposition himself, which eventually he did. But she's a wise woman, that Mrs. Tyro," the Rambler remarked as an aside. "She does just what she wants with Howard without his knowing it. However, in the course of her studying the problem, Mrs. Tyro found a neighbor who would be delighted to have the fish picture for her dining room, and another neighbor went wild with delight at the prospect of receiving as a gift the monkey picture to put in her six-year-old son's bedroom. 'Sonny will just love that picture,' she said."

"I see," said Slim; "the change worked out right all 'round," and, throwing away the cigar, half smoked, the Rambler had given him he fished from his pockets "the makings" and began to roll a cigarette as he sauntered out of the room.

Service Notes of Interest

The following, from reports of the Quartermaster General and the Provost Marshal General, will be appreciated by, and encourage to further well doing, those of the railroad service who have anything to do with the movement of troops. They will also be good things for an agent to show a railroad critic in connection with government ownership, should any such make himself heard in an agent's presence; the agent to remember that the service mentioned was rendered before the "taking over." The italics are ours.

The Quartermaster General, in his annual report in regard to the mobilization of the National Guard and the National Army, amounting in all to more than 1,000,000 men, stated that the work was proceeding—"with a smoothness and alacrity born of careful consideration and the result of experience that speaks in the highest terms of applicability and efficiency of the railroad service in this country." He concludes this portion of his report, as follows: "The public little know the tremendous effort, constant exercise of forethought, enormous expense, and self-sacrificing devotion to duty and the patriotic spirit in which the railway officials and their subordinates throughout the country are lending themselves to the mili-

tary requirements. This phase of our national defense should be more clearly understood by those who are benefited by it, and it is believed appropriate in this report to invite the attention of the public to the manner in which the railroads of the country are responding under most trying circumstances not only to the needs of the military service but to the country at large. It is deemed proper for this office to state that *of those who are now serving the nation in this time of stress there are none who are doing so more whole-heartedly, unselfishly, and efficiently than the railroad officials who are engaged in this patriotic work.*"

The Provost Marshal General, in his official report to the Secretary of War, makes the following comment in regard to mobilization of the National Army:

"No more difficult transportation problem could be conceived. Small groups were to be assembled at every county seat in the United States, entrained and transported in converging contingents at 16 separate destinations, sometimes a thousand miles from their points of origin. The smoothness and dispatch with which this problem was solved was nothing short of marvelous. Whatever of uncertainty and lack of co-ordination may yet remain in the adjustment of our peace-



SERGEANT H. E. STRATTON

time facilities to the uses of war, *it must be said that the railroads' handling of selected men could not have been bettered had it resulted from a military experience of a decade.*

Sergeant H. B. Stratton, of Base Hospital No. 2, U. S. A., who has been in France for the past eight months or more, writes in part as follows to an old Passenger Traffic Department associate:

"I was granted a furlough of one week and spent it in the big city of France and it far exceeds my expectations of it. Never have I seen a city of its size and beautiful buildings, all built on the same plan of architecture. Of course, we took in all the historical points of interest such as Napoleon's tomb, the Louvre Museum, the different palaces in adjacent suburbs, etc., which were all mighty interesting.

The weather here has been fine, hovering just below the freezing mark in the early morning and evening and warming up considerably during the day. We can wear a heavy army overcoat with comfort all the time but it is quite a contrast to the winter you people are having in the States. From all accounts it is mighty cold.

I had some pictures taken when on furlough and I am enclosing a couple. You will note they are pretty good, always bearing in mind that one can't get blood from a turnip."

Recent circular I. C. 4841 and Y. & M. V. 923 in regard to advance payments for sleeping car reservations and in regard to redemption of sleeping car tickets, also previous circulars touching on the handling of sleeping car tickets, make the following, from the American Express Travel Bulletin, of interest:

"The New York Central and Pennsylvania lines have discontinued the practice of permitting the holder of one railroad ticket to purchase an entire section in a Pullman instead of one berth. Two railroad tickets as well as two berth tickets are now required to control a section on the trains of these lines. The custom of making Pullman reservations in advance, without advance payment, is being done away with. Many lines now adhere strictly to the rule which requires the purchase of the railroad ticket as well as the Pullman ticket if a reservation is to be made. The Canadian Pacific line now requires its agents to ask the purchaser of a section, a compartment or a drawing room, which of the berths are to be made up. This information is entered on the chart that goes to the sleeping-car porter. This is one of those little things that count for much in the long run."

Mr. Robert J. Carmichael, connected with the Passenger Traffic Department for over twenty-five years and for the past seven years as Division Passenger Agent at Chicago, has been promoted to a new office in another branch of the service; he, on February 15th, having been made "Instructor of Passenger Trains and Station Employees," the purpose of his office being for the service to acquire "uniformity of practice and more civil and polite dealing with our patrons," which, when accomplished "will result in patrons being better pleased, and employees qualifying for greater responsibilities;" it being borne in mind in such connection that "the policy of the management is to accord employes opportunity for self-improvement, that they may excel in the performance of their duties and thereby bring about more harmonious relations with the public."

Mr. Carmichael entered the Passenger Traffic Department in July, 1892, as office boy and successively became a clerk with varying duties at Chicago headquarters, Passenger Agent at St. Louis, Traveling Passenger Agent with headquarters at Cincinnati, and Assistant City Passenger Agent, City Passenger Agent, District Passenger Agent and Division Passenger Agent at Chicago.

There are, no doubt, many good reasons why "Yep," "Nope" and "Guess so" are not the equivalents of "Yes," "No," and "I think so."

From their general acceptance as being "careless," and implying indifference as to whether the person to whom they are addressed considers such expressions courteous or not, they are certainly not fit for use in dealing with patrons. They have another unfavorable attribute: it is due to the fact that most people are apt to consider, in any matter, that the speaker's interest is no more favorably marked—and his information no more acceptable—than the manner of his speech.

The information which these terms are used to affirm, negative or concur with, as the case may be, is therefore seriously discounted through such carelessness. On the other hand, a courteous reply, couched in tones which indicate attention and carefulness—and thus a proper attitude towards the public—puts the "hallmark" on the transaction and develops confidence in his informant on the part of the person addressed.—*Grand Trunk Bulletin*.

The following placards (?) scattered through the Santa Fe's Railway "Ticket selling talks" in large black faced type may prove welcome food for thought to some of our Central agents:

"A ticket agent's sign reads 'Tickets' but it should also mean 'General Information Bureau.' See that yours does."

"Do the men of your town call upon you for information first or after they have asked your competitor? See that YOU are first."

"Are you getting your share of passenger and freight business? Better hustle around and see that you do."

"If a patron asks for information do not hand out a folder. To some the folder is unintelligible—explain it."

"Carelessness is like a thief in the night. It gets you when you are not on guard."

"Are your patrons getting good service. If not, who is to blame?"

"How is business? Did you help make it so? If not, why not?"

Whenever a new ticket clerk or operator is assigned to sell tickets, he should be carefully instructed in advance by ticket agent or experienced ticket seller regarding location and use of ticket office facilities and ticket selling procedure.

The new ticket seller should likewise take pains to learn all the necessary details and see that he understands them clearly.

Location and arrangement of tariffs and instructions, arrangement and form and use of different kinds of tickets, including cutting of Multiple tickets, writing on local

and interline tickets, including route endorsements, punching routes, second class or half or limitation on tickets, dating with ticket dater all tickets sold, detachment of stubs, etc. Distinction and use of interstate and intrastate fares should all be gone over and mastered.

This preparation in advance is essential to enable the new ticket clerk or operator to perform the work readily, and will avoid confusion and errors and give more satisfaction to the employe as well as the passenger.—*North Western Bulletin*.

In an editorial in the Erie "Information Circular" on the subject of the government's taking control of the railroads, the following is said:

"The person who is directly concerned, the person upon whom the success of the plan depends and upon whom the credit for the result will fall, is the man to whom these remarks are addressed—the railroad employe.

There is no person on the rolls of the great transportation systems of this country who is not directly responsible for the result. Ours is, next to agriculture, the greatest business ever undertaken, and now that the President has increased our responsibilities, we must put our shoulders to the wheel and see to it that there is no failure in any part of the undertaking."

The cheaper price and better ventilation of upper berths are well known, but here is a letter from a young lady who prefers an upper for reasons of safety—and there is considerable merit in her opinion:

"May I say a word in commendation of the lowered price for the upper berth?"

"Years before the price was lowered I learned to use the upper berth because, for a girl traveling alone, it seemed a distinct advantage to be up and out of the way, and safe for the night. And now, well, I take peculiar pleasure in getting the thing I prefer at the preferable price!"—*Union Pacific Bulletin*.

When you call a telephone number from memory or when you guess at it you are apt to be wrong.

The mind has a trick of transposing figures—instead of "1263" you are quite likely to say "1623."

And when you thus ask for the wrong number, you waste your own time, the operator's, and the time of the person called through your error.

Directory first is a good principle. In the end it saves time and temper to first consult the latest issue of the telephone book.

—*Bell Telephone Co.'s "Service Tips."*

The springtime train is running on a schedule of the rose

That beats the wind-broke blizzard and goes
sizzling through the snows—
The springtime train to beauty,
Where your tickets let you ride,
Where the bluebirds haunt the thickets
And the ice breaks on the tide.

The springtime train has whistled down the
line so far away,
But he who knows the whistle can foretell
the breath of May.
The springtime train to laughter,
From the storm and from the cold
To the valleys of the lily
And the daisy's heart of gold.

The springtime train is roaring down the old
excursion line,
And its fairy lights are gleaming and its
magic headlamps shine—
The springtime train to pastures
And to meadows of the sun,
Where the freight is song and laughter
And the baggage checked for fun.

The springtime train is rolling in the distance
up the hills,
And it's coming through the passes with a
load of daffodils—
The springtime train whose whistle
Is a song the robin knows
In spite of all the blizzards
And in spite of all the snows.

—By Folger M'Kinsey, in the *Baltimore Sun*.

Coal bin mighty empty and the mercury
goin' down;
The bottom of the wood pile and not a cord
in town.
But don't you growl and grumble
When you think of over there
Where the boys have gone to battle
And so glad to do their share.

Blizzards on the warpath and gas pipes on
the bum;
Coal oil gettin' scarcer, and maybe worse to
come.
But don't you sit and murmur
When you realize how they
Have given up every comfort
To be trained across the way.

Every river frozen and the trains a-runnin'
late;
Steamboats out of business, not a clinker in
the grate.
But don't you moan and worry
When you think amid your joys
Of the things we've got to do yet
For the welfare of our boys.

—By Folger M'Kinsey, in the *Baltimore Sun*.

The president of a certain railway in Kentucky which is only ten miles long, was exchanging annual passes one year with officials of other railways.

He enclosed an annual pass on his railway to Stuyvesant Fish, then president of the Illinois Central Railway, for himself and family, with the request that Fish reciprocate.

It seems that Fish had never heard of the Kentucky road, so he instructed his secretary to look it up. As a result the pass was returned with the following curt letter:

DEAR SIR:

I find that your railroad is only ten miles long, while my road is eleven hundred miles long. I herewith return your pass made out in favor of myself and family.

Yours truly,

STUYVESANT FISH.

This was too much for the old Kentucky colonel, who made the following notation on Fish's letter and sent it back:

"You go to hell—*my railroad is as wide as yours.*"

He received the Illinois Central pass by return mail.—*Clipped.*

An Atlanta man tells of a trip on a limited train that was tearing madly along through the darkness. Suddenly the engineer sprang the lever and set the brakes, the sparks flew from the rails as the locked wheels slid along; the lights were extinguished as two or three cars toppled from the rails. Then there came a silence more ominous than all. Certain of the passengers made torches from bits of wreckage and began a search for the dead and injured. From a pile of debris there emanated a sound suspiciously like a snore, and soon there was dragged from a mass of twisted iron, a slumbering porter.

"Merciful heavens, man!" exclaimed one of the passengers, "didn't you know there had been a wreck?"

"I shore felt somethin', gents," said the dinky, "but I kinder thought we was couplin' on de dinin' car."—*Harper's.*

The captain of a negro company was asking for volunteers for various special kinds of work.

"Is there a bugler here?" said the officer.

A lanky piece of ebony saluted, stepped out of the ranks and spoke up:

"Here I is, sir."

"All right," ordered the captain. "Bring him a bugle and let's hear what he can do with it."

The bugle was placed in the hands of the dusky soldier, who looked at it blankly for some moments.

"Well," yelled the captain, impatiently, "if you're a bugler, why don't you blow it?"

The negro stepped back into the ranks, saying:

“Scuse me, Boss, I thought you asked fo’ a burglar.”—*South Shore Country Magazine.*

I’m working at the depot, once more I’m in the race—yes, I’m working at the depot, but it ain’t the same old place.

There once was lots of swearing, and mostly old blue shirts, but things ain’t what they used to be, for now they’re hiring skirts.

They’re digging out white collars and try to look their best: the girls are at the depot now—I guess you know the rest.

They’re all a lot more careful in writing up the freight; they go upstairs to look up bills (and maybe make a date). I don’t know how it all will end, but this much is in sight; in a year there’ll be some newlyweds, for our slogan’s “*Do It Right.*”—*J. R. P., in “American Express Service.”*

Tom Callahan got a job on the section working for a railroad. The superintendent told him to go along the line looking for washouts.

“And don’t be as long-winded in your next reports as you have been in the past,” said the superintendent, “just report the condition of the roadbed as you find it, and don’t use a lot of needless words that are not to the point. Write like a business letter, not like a love letter.”

Tom proceeded on his tour of inspection

and when he reached the river, he wrote his report to the superintendent:

“Sir: Where the railroad was, the river is.”—*Everybody’s Magazine.*

An Adirondack guide one day fell asleep in the woods, and a bug crawled into his ear. A naturalist, who was one of the hunting party, was able to discern the insect with his magnifying-glass. After a careful examination he walked away, without attempting to relieve the guide’s distress.

“Why didn’t you take it out of his ear?” asked one of his friends.

“What did I want with it?” queried the absorbed naturalist. “I already have a specimen of that kind of bug in my collection.”—*Exchange.*

A gentleman in Cincinnati employs two negroes to work on his rather extensive gardens, which he personally oversees. One morning Sam did not appear.

“Where is Sam, George?” he asked.

“In de hospital, sah.”

“In the hospital? Why, how in the world did that happen?”

“Well, Sam he been a-tellin’ me ev-ry mo’nin’ foh ten yeahs, he gwine to lick his wife ‘cause o’ her naggin’.”

“Well?”

“Well, yestiddy she done ovaheah him. Das all.”



Residences,
Crystal
Springs
Miss.





GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

CLAIM AGENT SCOTT DISCUSSES A SOURCE OF GREAT WASTE.

Claim Agent J. L. Scott, of Grenada, Miss., has an only son in France. Mr. Scott is patriotic and in dead earnest about the war. He is worried about the great waste in foodstuffs occasioned by owners of live stock using railroad waylands as pasturage and has written the following very sensible article on the subject:

"It has been said by men high up in the affairs of this nation, by men who seem to be thoroughly competent to cope with the grave problems of the hour, men whose sincerity and loyalty cannot be doubted, that if we hope to win the terrible conflict in which we are now engaged with Germany, it must be done by speeding up our transportation facilities in order that munitions and food may be handled with the least possible delay, and by conserving the food supply, especially meat. With this end in view the government of the United States has

taken over, in a way, the great railroad systems of the country and placed Mr. McAdoo in charge as Director General. To guard the food supply we are following the dictates of Mr. Hoover who has named meatless and wheatless days, that the soldier boys who are fighting for us may be well fed and comfortable.

"With this situation so vividly before us, it appears somewhat strange that but little effort, if in fact any at all, is being exercised by farmers living along railroad lines to guard their stock against coming in contact with locomotives. Hundreds of animals are needlessly slaughtered every day, just for the lack of a little care and precaution, and it must be understood that a single cow, properly butchered, would furnish meat for a great number of soldiers in the trenches.

"There is a movement now on foot, started by citizens who are not in any manner interested in railroad corporations, to urge Mr. Hoover to order that it be made a crime, punishable by fine

and imprisonment, for owners to permit their live-stock to trespass upon the railroad way lands and to make no recovery possible in the event stock are killed by the running of trains. Some might argue that this would work an intolerable hardship on the stock men, but they have not stopped to consider that if a law of that kind were in effect there would be absolutely no stock killed. Why? Simply because the farmers would give their stock the careful attention that they give to other valuable property and would keep them away from the railroad tracks.

"The government in demanding that trains be handled with as much speed as possible, has not yet taken into consideration the fact that in many places the right-of-way is used as summer and winter pasture, and this very often in open violation of local laws that are intended to prohibit stock from trespassing. If every engineer handling a train of munitions should be required to go so slowly that he could stop his long string of box cars every time a "Jersey" came suddenly into view, transportation would indeed receive a very serious setback.

"Under government control every mule, horse, cow or hog, paid for by the government, is not a loss to the railroads but a direct loss to the government, and to the boys in the trenches who are so bravely risking their lives in order that our country may remain free."

THE "ANGELS" CONTRACT COLD FEET.

The suit of Mollie E. Angel, filed in February, 1917, in the Federal Court at Memphis, Tennessee is one illustration of the injustice so frequently imposed upon railways through personal damage suits.

Mrs. Angel in her petition, claimed that in company with her husband, while attempting to board a train at Lamont, Mississippi, December 24, 1916, she was thrown by the sudden starting of the train and seriously injured; that subsequently, while on the train enroute to Memphis she repaired to the ladies'

toilet, her husband accompanying her to remove parts of her clothing and to treat her wounds, and that while in the toilet the flagman opened the door, ordered them out and used vile, abusive and derogatory language toward her and that later the claim agent of the railroad, in an endeavor to prevent her receiving just remuneration, said that she was a fraud. Greatly to her humiliation, for all of which she asked \$30,000.00 damages, taking advantage of the pauper's oath to file suit without giving bond for costs.

Naturally such an unusual complaint was thoroughly investigated. The case came to trial in the Federal court on January 30, 1918. The plaintiff and her husband testified in line with the complaint in her declaration and her daughter was also introduced as to her injuries and treatment after she reached Memphis. No evidence, however, was given in support of the last complaint about libel and slander on the part of the claim agent.

The first witnesses introduced by the railroad were three men from Helena, Arkansas, who testified that the plaintiff, her husband and daughter had lived in Helena for two or three years, were well known to them, (two of whom were officers of the law), and that while in Helena these people had, for a large portion of the time, resided in the negro red light district and that the women had been repeatedly arrested and fined for vagrancy and improper conduct, drunkenness, etc., and that their reputation for truth and veracity was bad. (The women had testified that they never drank.)

At this juncture an adjournment was taken for the noon recess and when court re-convened the plaintiff's attorney stated that his clients had been attacked very hard by the defendant's witnesses; that they told him they could successfully meet these attacks if given time but could not get up the proof during the trial, hence he desired to take a non-suit. The court made some remark to the effect that he should think they would desire to quit and that by so

doing they had saved him the trouble of ending the case.

The railroad had about twenty-five witnesses at court and, had the case gone on, would have made many interesting disclosures as only a fair start had been made in that direction.

This case, as shown by the proof, brought by entirely unworthy people of a fictitious complaint, was made to cost the railroad something over \$300.00 in witness' fees and expenses.

ARKANSAS GETTING IN LINE.

Under date of February 4th, the following Associated Press dispatch was sent out from Little Rock, Arkansas:

The Arkansas State Council of Defense today adopted a resolution urging Director General McAdoo to issue an order holding owners of live stock liable instead of the railroads when it is killed on the railroad right of way. This recommendation was submitted to the council by a committee composed of Dr. C. W. Garrison and Troy Pace.

LITTLE TRAGEDIES.

A man speeded up to see if he could beat a railroad train to the crossing. He couldn't.

A man looked down the barrel of his shotgun to see if it was loaded—it was.

A man patted a strange bull-dog on the head to see if the critter was affectionate. It wasn't.

A man struck a match to see if the gasoline tank on his automobile was empty. It wasn't.

HOW OLD IS ANN?

Claim Agent Cary writes as follows:

At your next claim conference I would be glad if you would submit this question for discussion:

Why is it that an employe who is dumping coal or putting coal from a car into a coal chute is not within the Liability Act although all kinds of engines take coal there, both interstate and intrastate? (C. B. & Q. vs. Harrington, 241 U. S. 177.)

Why is it that an employe who is

pumping water from the ground by a gasoline engine into a storage tank, the same water to be used thereafter by both interstate and intrastate trains and all kinds of engines is within the act? (Bulletin p. 107, Jan. and Feb. number, 1918. Collins vs. Erie, 245 Fed. 811.)

Up to date all the distinction I can gather from these cases is, that one was Harrington and the other Collins. The question of being able to determine what case is within and what without the act at present is somewhat like the old question of "How Old Is Ann?"

IMPEDIMENT TO TRANSPORTATION.

Some cattle belonging to Mr. Omer Bucker, of Anita, Ind. got on the railroad track, June 5, 1916, and were struck by an Illinois Central train. As a result of the collision with the cattle, the train was derailed. Fortunately, no deaths or personal injuries resulted from this derailment. However, this derailment on account of striking stock is one of a great number that have occurred on the Illinois Central lines, in many of which employes have been killed and maimed. The impediment to transportation caused by trespassing live stock is much greater than many imagine, and it is almost certain that at some not far distant day this evil will be eliminated by governmental order to the effect that owners of stock may not recover damages from railroads when their stock are struck by trains and killed. Then the stock will disappear from the waylands.

THOUSANDS DIE WHO FAIL TO STOP, LOOK AND LISTEN.

More than 2,000 motorists who failed to stop, look, and listen, were killed at grade crossings in 1916, and many more were injured. The number of the killed and injured in these accidents is increasing 25 per cent a year.—*Exchange*.

This report would be more accurate if after the numerals 2,000 had been inserted the word "careful." Because they are all careful drivers and admit it when interviewed (if alive).—Claim Agent.

ANOTHER AUTOMOBILE ACCIDENT AT WARREN.

Within nine months nine persons were killed and five injured in three automobile accidents on grade crossings at or near Warren, Ill. The last accident was that in which an automobile driven by Dr. F. H. Sandman, a prominent veterinary surgeon of Warren, was struck by train No. 28, December 13, 1917, at the crossing known as Russell Crossing. As a result of this collision, Dr. Sandman was killed. At this crossing there is an electric crossing bell, which, according to the statements of witnesses, was ringing at the time of the accident. There is also an unobstructed view of a train approaching from the west for a distance of over two miles.

Dr. Sandman was heard to remark, after the second automobile accident in which three people were killed and four seriously injured, that he would never be struck by a train while riding in an automobile on a grade crossing. The first two accidents occurred at crossings where it was claimed that the view was obstructed and there was no protection in the way of crossing flagman or crossing bell. The crossing where Dr. Sandman lost his life is an open one and was protected by a warning bell. This clearly illustrates that warning bells, flagmen and the like are unavailing if the occupants of automobiles do not exercise ordinary care in approaching railroad tracks.

ANOTHER NAME FOR THE ROLL OF HONOR.

Sometime ago attention was called through these columns, to the fact that J. W. Bufkins of Chambers, Miss., had tied a cow to graze on the right-of-way; that the animal broke loose, went upon the track and was struck and killed and the owner told Claim Agent Jolly that he did not think the railway in any way at fault and that he did not desire to present a claim.

It was then suggested that some sort of special roll of honor be prepared for individuals displaying such rare sense of justice and right as between

themselves and railroad companies.

T. L. Head of Penton, Miss., should now also be placed upon this roll. On January 28th he had a calf killed and the section foreman, in reporting the matter, adds to his report, "The owner does not claim any damage as he says it was his fault that the yearling got killed, not the railroad's."

Presumably these gentlemen, feeling as they do about these matters, make extraordinary efforts to take care of their stock, and if all others did the same, very few animals would be killed and live stock owners and the railroads would be much better off, and so would the public, as there would not then be lost to consumers of milk, butter and beef the thousands of head annually killed on railway tracks.

Consumers must now buy a substitute with each pound of flour. Why not require owners of live stock to display at least an equal amount of care with the railways in an effort to prevent the killing of stock? The railway builds fences and in some places it employs watchmen to keep stock off the track and often reduces speed or stops its trains in efforts to avoid striking them. A fifty-fifty effort along these lines would help tremendously in the conservation movement.

PATRIOTIC MISSISSIPPIANS.

Mr. W. R. Kitchens, residing at Crystal Springs, Miss., had a calf struck and killed by one of our trains recently and told the section foreman that he would willingly take the carcass and sign a release. He stated that the animal crawled under the wire fence and ran in front of the train and that the Company was in no way to blame. He said that he felt that the railroads had about all they could carry and that he would butcher the animal and do the best he could with it.

A short time after the above occurrence, Mr. Lee Harper, another good citizen of Crystal Springs, had a cow killed by one of our trains. Mr. Harper was not to be outdone by Mr. Kitchens in his patriotism and informed the sec-

tion foreman that no claim would be filed. He stated that the Company had built and maintained good fences on each side of the track, but that someone had left the gate open, permitting his cow to go upon our waylands, for which the Company was not responsible, and that he knew that the railroad did not wilfully kill his cow. He further stated that he lived on the best Railroad in the country and that it had a hard enough time with ambulance chasing lawyers and fake damage suits, and that he did not propose to add to its burdens.

Our local claim agent, Mr. Mackey, is wondering if the millennium is at hand. He has often dreamed of meeting people who refused to accept money for stock killed or for other claims they had or imagined they had, but this is the first time he has been face to face with such a reality.

THE RIGHT SPIRIT.

Keep the live stock off the railroad track. The loss of stock killed by moving trains amounts to millions of dollars annually. Most of this great loss is totally unnecessary, and it must be remembered that every bit of it is an actual and absolute loss. Even if the farmer recovers the full value of the animal killed, the railroad company or the insurance company, and certainly the country at large, must bear it. The wise thing and the profitable thing is to keep the live stock off the railroad tracks. Just a little care would prevent most of the loss.—*Southern Agriculturist*.

NO AUTOMOBILE ACCIDENTS ON THE SPRINGFIELD DIVISION IN A YEAR.

Superintendent Hevron is feeling mighty good over the Springfield Division having gone a year without having had a single automobile accident. He has written the division officers and employes of the Division a letter reading as follows:

"During the year 1917 just brought to a close, the Springfield Division has been

very fortunate with reference to automobile accidents.

"During this period we have not had a *single accident* between one of our trains and an automobile, in which a personal injury was sustained or damage paid on account thereof.

"Considering the fact that our division embraces a territory of 473 miles through a thickly populated section of our country where the use of the automobile is ever increasing, it is in my opinion a very commendable record and indicates the methods and efforts you gentlemen have put forth during the past year on this subject have given admirable results."

CONDUCTOR FERGUSON USES GOOD JUDGMENT.

A very interesting example of the right way to handle a case was recently furnished by Conductor C. H. Ferguson of the Memphis Division. While Mr. Ferguson's train was being backed onto the transfer boat at Trotters Point one of the car steps struck an old gentleman who was walking on the incline. While he disclaimed any injury whatever the conductor not only secured the names of several witnesses and made a full report, but also drew up a short release and took the old gentleman's release upon the payment of a small amount, which the conductor advanced out of his pocket. Of course the company promptly reimbursed him. Conductor Ferguson is to be highly commended on the good judgment displayed by him in this instance. Of course, it does not follow that conductors should take releases in each and every case occurring on or with their trains, but a conductor endowed with good judgment will have no trouble in deciding how to handle such matters when they arise and will at any rate always take the precaution of securing names of witnesses and make full report.

MR. ROBERTSON'S ABLE AND INTERESTING LETTER.

Mr. M. M. Robertson, President of the Rotary Club at Vicksburg, Miss., and Chief Claim Agent of the A. & V. and

V. S. & P. Railways, has been taking a lively interest in the subject of finding some way to prevent the slaughtering of live stock on the tracks of American railroads. He recently wrote a very able and interesting letter to Mr. P. M. Harding, Food Administrator of the State of Mississippi, on the subject, reading as follows:

"Referring to our recent conversation in regard to food conservation, I am writing to call your attention to a great national waste in stock killed on railroads. For your information and as an indication of what this amounts to, I am giving below a statement showing the different kinds of stock killed on these two roads for the period of May, 1916, to October, 1917, inclusive. As horses are an important war item I am including them in the statement also.

Road	Cattle	Sheep	Goats	Hogs	Horses	Valued
A. & V.	261	29	14	137	52	\$20,215.00
V. S. & P.	551	32	23	570	102	36,280.00
	812	61	42	707	154	\$56,495.00

"If this is the experience on 310 miles of road, what must be the national waste on all the roads! The A. & V. experience is below the average. The figures on the V. S. & P. more nearly approximate the average on other roads in the South.

"Fully 80 per cent of the A. & V. is in stock law district, and fully that percentage of the road is under good fence. Practically all of the A. & V. is ballasted with slag, which has the effect to some extent of keeping the stock off the track proper.

"As I see the reports of stock killed roll in each month I think of the enormity of the thing the country over, and wonder if there is not some way to stop such a terrible waste. Some way to divert the food producing animals to feeding the soldiers in the trenches and the draft animals to be filling the army's requirements. It would be interesting to see the figures for the experience of all the roads in the country since the beginning of the war. In ordinary times such great waste is tragic, and in the face of the Nation's needs at this time it seems to me that some strenuous effort ought to be made to correct it.

"A Federal Statute, if constitutional, prohibiting stock from being allowed to run upon railroad rights of way, as a menace to Interstate Commerce, would be effective in correcting the evil. And stock on the right of way of railroads is no small menace. Some of the worst wrecks in the history of railroading were due to striking stock.

"But we have no such statute and appeal to patriotic public spirit is the only recourse. From the patriotic response to the campaign for conservation on the table I am led to believe that a similar campaign for conserving live stock by keeping it off the rights of way of railroads would effect a great saving. My suggestion would be that an appeal from Mr. Hoover, giving publicity to the need for such conservation, be made. That a campaign of education be inaugurated through patriotic public spirited men in every community, acting under instructions of the State Representative. If public sentiment could be moulded in favor of such conservation, a great deal of good could be accomplished.

"In stock districts favorable public sentiment would operate to keep the stock up, as the law intends. Gates would be kept shut and fences would not be cut. A form of poster at each gateway leading into the rights of way of railroads, which are usually made a community convenience, might be effective in closing this avenue of waste.

"A good deal has been done by the railroads to promote conservation in this respect, and I enclose herewith copy of a circular letter which we have been using on these roads. But effort in this direction on the part of the railroads themselves is generally considered selfish only and little attention is given it.

"Practically all the stock killed on railroads is the result of purely unavoidable accidents. The stock comes upon the track too close to the approaching engine for the engineer to stop his train and avoid striking it. Engineers are alive to the danger to themselves in striking the larger animals, and generally exercise extraordinary care to keep from striking stock. But there is a great re-

sponsibility upon the engineers to get their trains over the road on schedule, and some times they take chances on the effect of alarm to frighten the stock from the track. Zeal on the part of engineers would no doubt contribute to this conservation, and a similar work with railroad engineers would not be without its fruits.

"Whenever I can be of service to you in the commendable undertaking which you have in hand command me."

ED ANDERSON'S SUIT FOR HOUND DOG KILLED.

Ed Anderson, a negro living near Lexington, Miss., sometime ago filed suit against the Y. & M. V. R. R. Co. for \$49.50 the alleged value of one hound

dog which jumped up on the railroad track about fifty feet in front of a passenger train, March 19, 1917, and tried to cross a trestle and was struck before the train could be stopped. The case was tried before a jury and a verdict was rendered in favor of the Railroad Company. Ed did not gain anything, but he did not lose anything. The Railroad Company, however, lost the services of a section foreman and crew; also the services of an engineer and fireman, for three days, and that is a considerable loss during these busy times when the shortage of labor is so acute. Ed Anderson furnishes an illustration of one way of punishing the Railroad Company and impeding transportation.

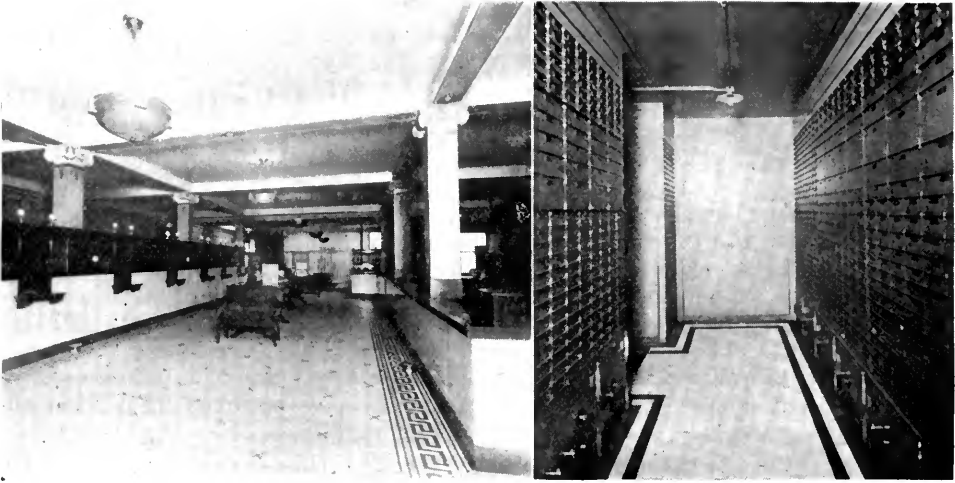
Appointments and Promotions

Effective January 1, 1918, Mr. Martin W. Kramer is appointed Engineer of tests, with headquarters at Burnside Shops, Chicago, Vice Mr. M. A. Metzger, resigned to accept service with another Company.

Effective January 1, 1918, Mr. William R. Givens, is appointed Trainmaster, Cairo-Mounds Terminal, with headquarters at Mounds, Illinois. The

position of Assistant Trainmaster is abolished.

Effective March 1, 1918, the Chicago Terminal (Chicago to Mile Post 27.5 and Chicago to Mile Post W 15) having been separated from the Illinois Division, Mr. Patrick H. Leonard is appointed Road Master with headquarters at Chicago, Ill. Mr. William C. Costigan remains Road Master of the Illinois Division.



A Neighborhood Institution

BANK advertising in the abstract has little interest for most of but the nearness and personal touch that is observed in the publicity of the neighborhood institution gets into our consciousness in no uncertain way. We feel it—we know for a fact they want our business. They tell us they would become acquainted, and ask that we visit with them. Verily the days have gone by when in olden times (not so long ago either) the massive entrance, iron doors, and steel bars, caused us to enter with misgivings rather than confidence as at present. Today we treat with our banker as with any other business man. And it should be so.

Hence we have pleasure in speaking of the most cordial invitation (already in print in this magazine) extended to all in the new Illinois Central Office Building by the Woodlawn Trust & Savings Bank, whose close proximity makes it particularly convenient.

With all the facilities of a downtown institution, the Woodlawn Trust (a three million dollar institution) has certain features worthy of mention.

The handsome and spacious Safety Deposit Vaults are especially inviting. There are nearly 2000 boxes varying in size 2x5x21 inches to larger compartments. A division of one vault is set aside for hand satchels, trunks or packages of whatever form.

The Savings Department is so equipped that it can handle with dispatch the neighborhood banking business. \$1.00 opens an account.

In the offices of the bank one will find men worthy of confidence and trust. They may be consulted regarding loans, and other matters about which you may have doubt.

How the Railroads Can Help in a Good Cause

By H. B. Hull, General Claim Agent, I. C. R. R. Co.

On the Illinois Central system, for a period of sixteen and one-half months, from July 1, 1916, to November 15, 1917, there were 54 persons killed and 148 persons injured in automobile grade crossing accidents. The increase in this class of accidents over the preceding sixteen and one-half months was over 200 per cent.

A peculiar feature of automobile grade crossing accidents is that the great majority of the people who use automobiles seem to be indifferent to the danger at railway grade crossings, although the danger may be apparent and frequently impressed upon their minds. If a horrible catastrophe occurs in a neighborhood one would naturally think that the users of automobiles would be shocked to the extent that they would become more careful in that particular community, but the experience of the Illinois Central with automobile grade crossing accidents does not bear out this conclusion.

At Warren, Ill., on June 28, 1916, an automobile containing six persons was struck on a crossing. Five were killed outright and one was permanently injured. Warren is a town of 1500 inhabitants. Everybody there, and in that vicinity, knew about this terrible accident. If such a warning as this is not sufficient to put automobilists on guard at railway grade crossings, it would appear that terrible warnings are absolutely futile. In the same town of Warren, on November 15, 1917, another automobile horror occurred on the main crossing of the town. Three were killed and four sustained very serious injuries in this accident. But Warren does not constitute the only instance of this kind. At Mayfield, Ky., on August 9, 1916, two were killed and two were injured in an automobile grade crossing accident. In the same neighborhood, on November

4, 1917, three were killed and one was seriously injured in a similar accident. At Jackson, Miss., on August 15, 1916, four were killed and one was injured in a single automobile grade crossing accident. Since that accident a number of death-dealing automobile grade crossing accidents have occurred in Jackson and in that vicinity.

Another notable feature of automobile grade crossing accidents, as shown by the records of the Illinois Central, is that 26 per cent of the injuries prove fatal and that the non-fatal injuries are usually very serious.

The greater portion of the Illinois Central runs through a densely populated country and perhaps it would not be fair to say that all railroads, many of which run through sparsely settled country, have had the same experience with automobile grade crossing accidents as has the Illinois Central. Some railroads have doubtless had more of these accidents in proportion to mileage and density of population, and some have had less. However, it is clear that thousands of people are being killed and injured annually in automobile grade crossing accidents which could be easily avoided if automobilists were required by law to take some precautions for their own safety. It can be said conservatively that they will never take these precautions unless they are severely penalized for failure to do so.

The municipal and state authorities have, in many instances, tried to make the railroads responsible for safety at grade crossings, but this has not, and never will, prevent or even reduce automobile grade crossing accidents, unless the trains are actually required to stop at all crossings. That, of course, would be impracticable. The solution of the

problem is to require the automobilists to stop. This would be entirely practicable, as automobiles are light and easily controlled and can be stopped anywhere, or at any time, at a moment's notice.

The railroads can help by frequently publishing statistics showing the number of fatal and non-fatal automobile grade

crossing accidents occurring on the respective lines. Such publicity, if persisted in, should eventually arouse the public in regard to the necessity of doing something more than has yet been done towards saving the lives and limbs of automobilists at railway grade crossings. —*The Bulletin, January-February, 1918.*

Stuart B. Rowles

IT IS with saddened hearts that the many friends of Mr. Stuart B. Rowles learned of his death March 7th due to pneumonia. He was born in Bridgeport, Ohio, December 21, 1878, and during his early childhood his parents moved to a farm in Kansas. Here he spent his boyhood days, riding back and forth to school on horseback. He graduated from Washburn College, Topeka, Kansas, with the degree of Bachelor of Science, and expert accountancy. Having farmed during his boyhood days, he naturally became one of the most enthusiastic of the Illinois Central Wildwood Gardeners, last year, and was exceptionally successful, not only on his own plot, but in aiding others in scientific farming.

He served the company in various capacities, lastly as assistant chief clerk to the car accountant. His bright, energetic and manly character will be missed from the General Office and On Line.

Regimental Chaplain Third Illinois Reserve Militia officiated at the funeral service, last rites were observed by firing squad, and taps sounded by buglers



STUART B. ROWLES.

of Company A, of which he was a member.

SAFETY FIRST

General Safety Meeting Held Office of Superintendent, Water Valley, Mississippi, February 25, 1918

Messrs:

A. D. Caulfield, Superintendent,	J. T. Westbrook, Assistant Engineer,
J. W. Tarver, Chief Clerk to Superintendent,	C. M. McElroy, Special Agent,
W. F. Adams, Yard Master,	J. E. Luffin, Supervisor Signals,
L. S. Houston, Chief Dispatcher,	R. L. Bell, Building Foreman,
S. R. Mauldin, Master Mechanic,	L. L. King, Division Storekeeper,
W. E. Hoyt, Division Storekeeper,	E. M. Sherwood, Agent,
C. A. Maynor, Road Master,	M. L. Hays, Agent,
E. A. Cleveland, Chief Clerk to Road Master,	B. A. Talbert, Agent,
G. M. Hubbard, Supervisor B. & B.,	F. F. Munson, Claim Agent,
D. Jernberg, General Foreman,	T. M. Kimzy, Watchman,
E. E. Whitesides, Division Claim Clerk,	J. H. Blackburn, Section Foreman,
G. R. Wilkinson, Supervisor,	W. H. Knight, Section Foreman,
W. E. McCune, Supervisor,	R. A. Kyle, Section Foreman,
J. F. Watts, Supervisor,	Z. Felton, Section Foreman,
G. H. Peacock, Supervisor,	C. H. Crews, B. & B. Foreman.

Train Masters N. W. Spangler and W. H. Petty, absent account riding soldier trains. Traveling Engineer Sieber absent account of sickness.

Statements read showing automobile accidents occurring on our lines May 1st, up to September 24th, 1917, 17 persons killed and 52 injured.

Statement discussed, payments for settlement of personal injury claims, 11 months, 1917, compared with 1916. Mississippi Division showed increase due to large settlements made account of some personal injury cases occurring in 1911, 1912, 1913, 1915, 1916. Eliminating these old cases this Division made favorable showing.

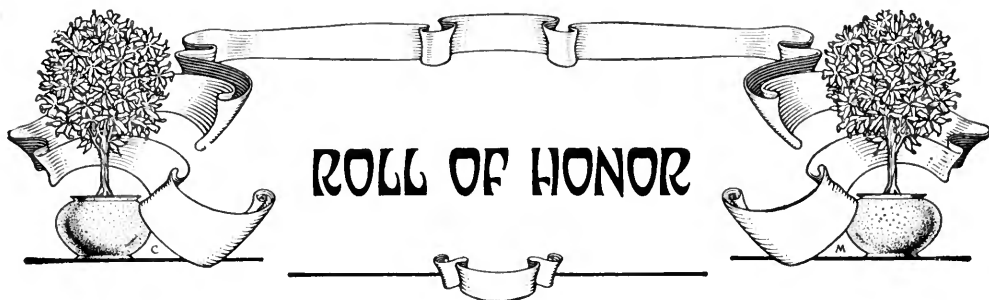
Attention called to cases personal injuries due to pile driver turning over. Road Department officers directed to see that extra caution be taken to prevent injuries of this kind.

Cases of personal injuries occurring during present month were reviewed and discussed.

Attention called to Mississippi State Law providing cars or engines not be backed into or along passenger depot at greater speed than three miles per hour and a member of crew precede same not exceeding 40 or under 20 feet in advance, on foot, to give warning.

Damage to Stock.

To date this month, stock killed on Mississippi Division: 2 horses, 8 mules, 4 cows, 27 hogs, 1 miscellaneous, total 42, some increase over corresponding period last year. This caused by large number of hogs running at large, which our standard fence will not keep off way land. Section men taking up stock at various points requiring owners to pay penalty provided by stock laws, is having some good effect along this line.



Name	Occupation	Where Employed	Service	Date of Retirement
Charles W. Sommer	Engineman	Aberdeen, Miss.	23 yrs.	12-31-'17
Perry G. White	Ind. & Imm. Agt.	Chicago, Ill.	28 yrs.	3-31-'18
Mrs. Addie H. Mayes	Telegraph Opr.	Brookhaven, Miss.	35 yrs.	10-31-'17
Dennis R. Gould	Engineman	Waterloo, Ia.	45 yrs.	12-31-'17
James M. Dubois	Engineman	Waterloo, Ia.	47¼ yrs.	12-31-'17

W. H. Washington.

MR W. H. WASHINGTON was born at Grantham, England, July 15, 1852. Went to work as "bar-boy," and call-boy twelve years later. At that time the fires were knocked out through an opening made by knocking three or four bars up at the front end of the fire-box, and it was the duty of the bar-boy to go in the firebox and replace these bars. Went firing 1869. At this time the engines in England had no cabs, and the engineer and fireman had no more protection from the weather than if they were riding in a coal car, except that they could lean against the boiler-head and absorb some little heat from it. The injector had not been invented, and the boiler was supplied by a pump on each side, with the plunger attached to the crosshead. The lubricator had not been thought of, and to oil the valves and cylinders, the engineer had to stop, and get down with a pot of melted tallow and a syringe, and after squirting some in through a cylinder cock, walk round and treat the other side the same way. The cylinder cocks were each independent and to open or close them it was necessary to stop, and walk around the front end and open or close each one separately. There was no dry sand. The sand box was located where the steam chest is on the



W. H. WASHINGTON

present day engines, and in damp, slippery weather the fireman had to sit out there and drop wet, unsifted sand down a funnel topped pipe with his hands; and

in cold weather it was often necessary to take a cold chisel with him to break up the frozen sand before he could get it out of the box.

After five years' firing was examined and promoted, and in 1881, July 20, landed in Boston, Mass. There was no such thing as a train order in England. Trains being operated altogether by signals, under absolute block system, and so, in order to learn the train order system Mr. Washington went to work as fireman on the C. & G. T. R. R. with a promise from Mr. Boag, Superintendent of Machinery, that he would only have to fire till he could stand the examination required of their engineers. Was examined and promoted four months later. Afterwards ran on the New York & New England, C. & O. R. R., T. & P., and on the old Vicksburg & Meridian, now the A. & V. Ry. Worked for that road 14 years, and entered the service of the I. C. R. R. in the New Orleans Terminals Nov. 20, 1897. Retired on a pension Jan. 1, 1918.

Has been a contributor to the hospital service since it was inaugurated, and believes it to be the best thing ever gotten up for the employes.

E. A. Garvey.

A battle against the inevitable closed on January 18, 1918, when the death angel came to the bedside of Mr. Ed. A. Garvey and found him unafraid.

Mr. Garvey had been sick but a few days and did not fear the end, but met his conquering disease with a bravery and fortitude that was characteristic of him all through his long and useful life. He was born in the City of Cashel, Ireland. January 5, 1848, came to America with his parents in 1852, landing in New York. When reaching manhood, he desired to enter railroad service and in 1867 was employed by the V. & M. R. R. (which is now the A. & V.); when leaving the service of that company, he entered service with the Vicksburg & Ship Island R. R., which was later changed to the L. N. O. & T. and which is now the Y. & M. V. Mr. Garvey had the distinction of running the first engine over the Y. &



EDW. A. GARVEY

M. V. Railroad. Although a very proficient engineer, he was forced, by defective vision, to give up road service and then took up service in Vicksburg Shops, where he remained until death. On the 5th day of January, last, he reached the age of 70 years and would have been retired on pension benefits February 1st, 1918.

For many years Mr. Garvey had been secretary and Treasurer of Division 281 of the Brotherhood of Locomotive Engineers and during this long term, handled for the division many thousands of dollars; he was very painstaking in his records and his accounts were always correct to the cent.

Mr. Garvey earned the reputation of being a conscientious and hard worker; he was accommodating and always had a cheerful word for every one. His many friends will mourn his loss until time alone will remove him from their memory.

Contributions from Employees

The Value of Photography

By J. K. Melton

We have reached the dawn of visual education, that is, I mean we will visualize subjects that mean so much in the educational world. It will not be long before the books in our great libraries will be pulled from the shelves and filmed with a clearer and more definite meaning than could be understood by reading. This will eliminate the long burdensome studies which take so much time, in having the children realize what the picture has told them so clearly in a few minutes.

We must be more thoughtful in applying our means of education. The same things described in books could be as well understood by the child as an older person through pictures. For example—you are reading a book of how sugar is made. In words the child would not understand the machinery or method, but pictured process is clearly understood by the child. Thus we are simplifying the method of education.

Let us take electricity—for example the different kinds of winding in the dynamo. It is very simple to make ink drawings as is done in animated cartoons and show the flow of electricity through the entire system of the dynamo. This can be more clearly demonstrated through the moving picture film than any other method.

Suppose we would take history, geography, physiology, how pleasing it would be to study such subjects in moving pictures. Not long ago I saw the heart action in a moving picture. I could never appreciate it from the study in physiology as I did appreciate it in the moving picture. I also saw one of Mr.

Edison's great films entitled "The Fly"—I mean the pesky house fly that has caused so much misery, filth and disease in this world. You remember the old slogan, "swat the fly"—Edison's new film has proved to us that we should swat the germ and the breeding places of all manner of disease. Let us apply photography in still another way: the still pictures are very valuable and often considered indisputable evidence. For example: I sat in a Court room once and heard the attorney for the plaintiff in the case with one of his oratorical eulogistic descriptions of a railroad crossing where an accident had occurred. He was talking to the jury and the court. He raised the hills to the blue sky on both sides of the railroad, he made a canyon of the highway and swung his defending hand around to illustrate a curve and as his voice dropped to the lower tones reverently and slower he said, "the train was seen and heard not, and the whistle did not blow, and the bell did not ring, nor was there a sound heard from the approaching train." The jury sat with an awe-struck look when he had finished talking the wrinkles out of his diploma, but there was another story to be heard in this case, and when the plaintiff had finished and the defendant was recognized, the camera spoke the silent truth, and showed no towering hills, nor curves, nor canyons, but instead it's all-seeing eye was turned on the track and far in the distance, two rails seemed to blend into one, and as each juryman looked at the picture, they seemed to reach the conclusion that their own eyesight was more depend-



J. K. MELTON.

able than the oratorical description of an imaginary lawyer.

When the defendant had finished the judge moved from his easy pose and waved the jury from the room, and he undoubtedly realized that often the truth is spoken silently.

Let us take the Loss & Damage Department of the Illinois Central Railroad and see what still pictures have done. One day I was busy in my studio and the telephone rang, it was the Government Inspector at South Water Street, Chicago. He said, "Could you come down to South Water Street right away prepared to take pictures inside a car loaded with tomatoes?" I went down and on meeting the Inspector we walked down through the yard and he pointed out the car and as he broke the seal and pushed back the door, he said "this fellow don't want to accept these tomatoes. They are on consignment and the market is heavy, perhaps moving slow." I climbed inside and put up my camera and made a flash light exposure. On close examination we found one crate of over-ripe tomatoes

lying on its side so the soft ripe tomatoes could run from this crate down through the crates below and make a very bad appearance. No doubt this poor farmer threw this crate of over-ripe tomatoes in for good measure. But his big generous heart led him astray in this case. On returning to the station I had to walk through the yard and on one of the team tracks I found a carload of onions that had been hauled all the way from Florida and as soon as they arrived were ordered dumped out and were not fit for use to anyone. I photographed these onions and asked the man who was with me what was wrong with such a shipment,—“I don't know” was his reply. “Who does know” I kindly asked, “Oh, Mr. —, our Inspector,” he explained, “could perhaps tell you about them.” “Is he connected with the Loss and Damage Bureau, and is he authority on diseases of vegetation?” “Yes, I think he is,” he said. I went to his office and found that he maintained a schedule on the movement of all vegetation into the yard, also reports on condition. I asked him what was wrong with this big pile of onions that had just been unloaded down on the team track. “Well,” he said, as he pulled his cigar from his jovial face, and looked at me, “there is more than one thing could possibly have happened to this shipment of onions. First, one is, they might have been pulled from the hot ground and loaded directly into the car without the temperature of the onion being the same as the atmosphere; another is, it might have rained on the onions while they lay on the hot ground; another is, they may have been delayed in shipping, as there are three roads that handled them before they reached their destination.” He pulled the shipping reference from a pigeon hole in his desk and showed me that the shipper was Mr. — in Florida and that the Consignee was Messrs. —, Chicago, and that they were reasonably long in coming. I said, “But who pays the bill?” He said, “That has to be adjusted by the Claim Agent and lawyers, I guess.” I thanked him very kindly and took the

picture to the Department of the Loss & Damage Bureau, Chicago. Mr. — said, "I will send this farmer a picture of his onions that he may be able to see his mistake and the condition they were in when they arrived here." Would a letter have been as convincing to this farmer as a photograph with the car and number and all embodied in the picture?

The Illinois Central Railroad has been applying photography in such cases a good many years. Recently the Government decided to have the valuation of all railroads taken. The Valuation Engineers found it rather difficult to write a statement of a depot, or a turn-table, or a roundhouse that the council could accept. On making a thorough search for plans and drawings, etc., they found they had been destroyed, but fortunately the negatives of old bridges, roundhouses, turntables, depots, and other such like structures had been filed away with the dates of exposure marked thereon. From such evidence our Railroad Valuation Engineers say that we have visualized more than \$2,000,000.00 worth of railroad property that otherwise could not have been proved.

Suppose we would make a moving picture of the Chicago terminals of the Illinois Central from Kensington to Randolph street.

Suppose the President or the Vice-President wanted to make some recommendation to the board. He could chuck the Chicago Terminals in his grip and say to the Board of Directors when he arrived in New York, "Come with me down to this little theatre here on the street and I will take you over the I. C. Terminals in Chicago and point out the different stations as we pass." You could write a book about the terminals pictured in this reel and it would not be half as valuable as the picture.

Let us put this reel away and in 1992 draw it from our photographic file and take a trip over the Chicago Terminals of the Illinois Central in Chicago in 1918.

What memories would awake,

What pleasures would we take,
And how our hearts would throb with
joy

If we saw ourselves again,
As a little girl, or boy.



Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Chicago Terminal

During January May Heldenbrand, gatekeeper, lifted 60 ride monthly commutation tickets, account being in improper hands.

Conductor D. Gerry, on train No. 303, January 26, lifted employe's suburban pass account having expired and collected cash fare.

Conductor Jas. M. Hall, on train No. 116, January 31, lifted monthly commutation ticket account being in improper hands.

Passenger refused to pay fare and was required to leave the train.

Illinois Division

Conductor D. S. Wiegel, on train No. 2, January 25, declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor J. P. Burns, on train No. 302, January 26, declined to honor returning portion of local ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Indiana Division

Conductor J. W. Knight, on train No. 205, January 26, lifted telegraphic pass account having expired and collected cash fare.

Mississippi Division

Conductor C. M. Anderson, on train No. 24, January 18, lifted joint trip pass account having expired and collected cash fare.

Memphis Division.

Conductor J. M. Carter, on train No. 113, January 15, declined to honor mileage book account having expired and collected cash fare.

Conductor W. A. Wyly, on train No. 43, January 16, lifted mileage book account being in improper hands and collected cash fare.

Vicksburg Division

Conductor A. C. Henry, on train No. 12, January 27, lifted mileage book account being in improper hands and collected cash fare.

Illinois Division

Conductor Chas. Wildman has been commended for discovering and reporting I. C. 32028 with no light weight stencilled on same, February 8. Arrangements were made to have car stencilled.

Conductor C. B. Davis has been commended for discovering and reporting Pennsylvania car 66389 improperly stencilled, extra 1639, February 5. Arrangements were made to have car restencilled.

Conductor F. T. Parks has been commended for discovering and reporting I. C. 85251 improperly stencilled. Arrangements were made to have car restencilled.

Operator W. E. Campbell, Harvey, Ill., has been commended for discovering several clips on bar of interlocker on south bound main track, January 25. He advised Dispatcher Davis, stating that he thought it was caused by broken flange on some southbound freight train. Dispatcher stooped train 71 at Kankakee Junction and train examined, and it was found that car C. T. H. & S. E. 12102 with 18 inches of flange gone. This action undoubtedly prevented possible accident.

M. R. McCreath, yard master, Fordham, J. G. McMillan, yard master, H. H. Shannon, engine foreman, George Cassidy, switchman, J. J. McLean, switchman, and C. H. Carey, night yard clerk, have been commended for discovering and extinguishing fire in C. & N. W. 63930, standing on track 9 in E Yard 8.30 p. m., February 21. The prompt action of these gentlemen prevented loss to the company.

Conductor R. L. Richel has been commended for discovering and reporting broken flange on St. L. & S. E. 12102 at Kankakee Junction, moving in train No. 71, January 25, thereby preventing possible accident.

Foreman William Fritcher has been commended for discovering and reporting brake beam dragging under C. & N. W. car 31004 at Sigel, January 17. This action undoubtedly prevented possible accident.

Foreman William Stevens has been commended for flagging extra 1657 south, at Tuscola, account of brake beam dragging. This action undoubtedly prevented possible accident.

Section Foreman Peter Mason, Ashkum, has been commended for flagging extra 1525 north, February 1, account of brake beam dragging, thereby preventing possible accident.

Operator R. V. Deveneasughes has been commended for discovering and reporting brake beam dragging on U. R. T. car 4751, extra 1578, February 6. This action undoubtedly prevented possible accident.

Conductor R. L. Richel has been commended for discovering N. Y. D. L. 13772 billed as loaded and after investigating found same to be empty.

Conductor J. A. Conlon has been commended for discovering broken arch bar on C. B. & Q. 113863 in charge of extra 1643, January 30.

Indiana Division

Section Foreman John E. Blanford has been commended for discovering a car with broken flange and making prompt report of same, thereby preventing possible accident.

Springfield Division

Brakeman F. E. Wilson, Clinton, Ill., has been commended for discovering and reporting arch bar bent and nuts missing on box bolts on C. & N. W. 1279 on 2nd No. 152, engine 1535, January 29, containing coal for Peoria. Car was set out at Assumption, thereby preventing possible accidents.

Brakeman Elmer D. Strange has been commended for firing engine from E. Grand Avenue to Litchfield, January 14, account of the fireman being taken sick. This action prevented delay to train.

Section Foreman Ed Haley, Litchfield, Ill., has been commended for firing engine 1588, January 14, relieving brakeman Elmer D. Strange, who fired this engine from E. Grand Avenue to Litchfield, thereby preventing delay to train.

Minnesota Division

Operator E. L. Kane, Galena Tower, has been commended for discovering and reporting brake beam down on I. C. 110669, train 452, February 1. Train was stopped and repairs were made, thereby preventing possible accident.

Mr. L. Henning, Galena, Ill., has been commended for reporting wheels on cars in train 73 pounding over what seemed to be an open joint near Green Street Crossing, February 21. Section Foreman was called and he found four inches of rail broken out of joint. Repairs were made, thereby preventing possible accident.

Brakeman A. D. House, local train 91, January 23, has been commended for discovering and reporting brake beam down on C. & N. W. 62159 in train 2/53 at Galena. This action undoubtedly prevented possible accident.

Tennessee Division

Switchman Geo. Jones has been commended for action taken to prevent loss to the property of the company by fire after accident had occurred, February 2.



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Minnesota Division

We are looking forward to the new telephone exchange which is to be installed in the division offices at Dubuque. Work will be started in the next few weeks or just as soon as the necessary material is received.

Donald F. Huntoon, assistant chief clerk to general superintendent at Waterloo, was called to Camp Dodge in the recent draft made by Uncle Sam.

R. H. Heller, chief clerk to superintendent, took a short pleasure trip to Chicago recently.

Miss Gertrude McCaffrey, formerly employed at the Hotel Julien Dubuque, has accepted position of exchange operator in the division offices at Dubuque.

Miss Hilda Schwartz, file clerk, visited friends and relatives in Chicago several days this month.

Several changes and promotions have been made at the Dubuque freight station, brought about by the departure of Accountant Thos. J. Ahern for Camp Dodge, February 23rd. It is truly a sacrifice to lose him from our midst, his sunny disposition and genteel manner will be greatly missed and a better accountant will be hard to find. We look forward to his return to our ranks bringing "Kaiser Bill's" scalp with him.

Wm. Collings, former rate clerk, was promoted to accountant, Harold LeVan succeeds Mr. Collings, Joe O'Meara, yard clerk takes Mr. LeVan's place as car clerk and Roy Savory succeeds Mr. O'Meara as yard clerk.

Peter Kelly has been appointed assistant freight house foreman.

Grace McDonald, stenographer to freight agent, and Margaret Walsh, stenographer to chief clerk, visited friends and relatives in Des Moines, and incidentally viewed Camp Dodge from a distance.

Mabelle Hird, exchange operator and abstract clerk, and O. A. Logelon were united in marriage February 20th at 8 P. M. This important transaction was made without loss of time at the switch board.

Cy Cooney, bill clerk, visited friends and relatives in Chicago recently.

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Indiana Division

J. H. Bloye, agent at Pekin, Ill., is taking a leave of absence account of sickness. H. L. Day is acting agent at Pekin during Mr. Bloye's absence.

E. H. Werth, operator at Bloomfield, was recently married.

Robt. Laden, chief clerk to roadmaster, was called to Rockford, Ill., by death of a relative.

Miss Victoria Gustafson, of the chief dispatcher's office, spent a day this month visiting her father at Olney, Ill.

Miss Norrine Quinn is a new clerk on the tonnage job, taking the place of Gerald Wright.

J. A. Bartlett, switchman, left last week to go in training at Camp Taylor, Louisville, Ky.

W. C. Scott bid in the second trick at "Q" office, Mattoon.

General Superintendent L. A. Downs was on the division from Evansville to Mattoon February 16th.

Timekeeper Stephenson, who has two sons in Uncle Sam's employ (W. L. Stephenson with the 13th Railway Engineers in France) has been very much pleased the last few days as his son Robert is home on a furlough from Ft. Sill, Oklahoma. Previous to coming to Ft. Sill, "Bob" spent several months in Hawaii.

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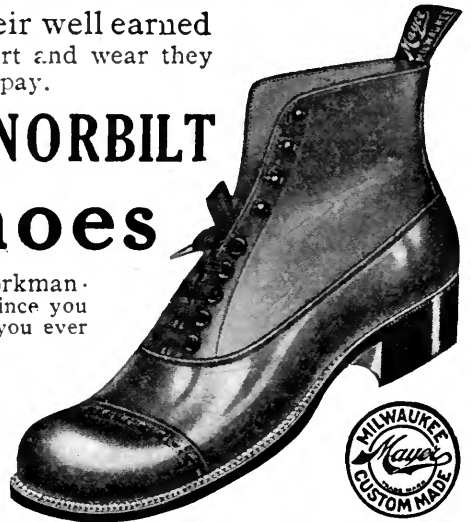
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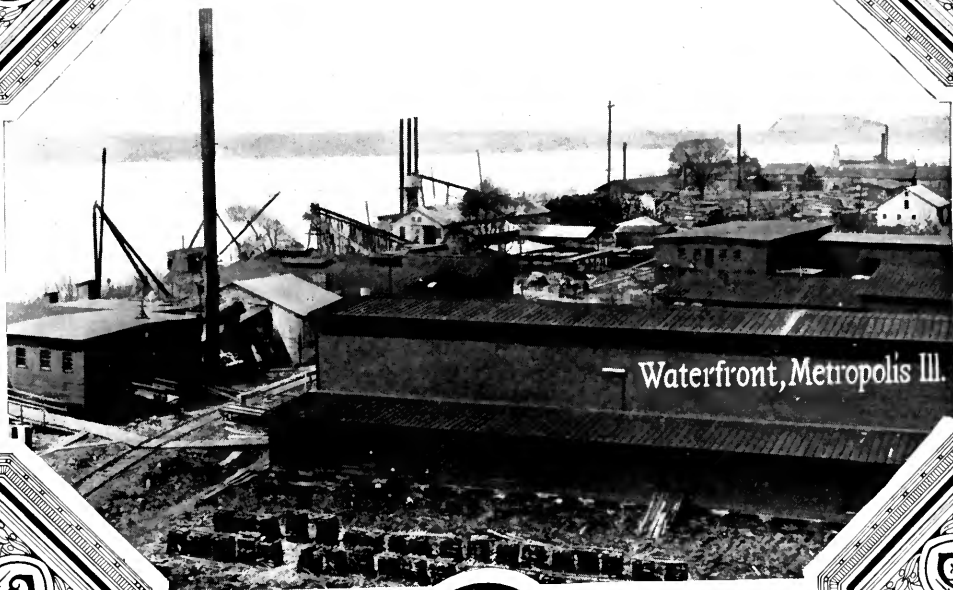
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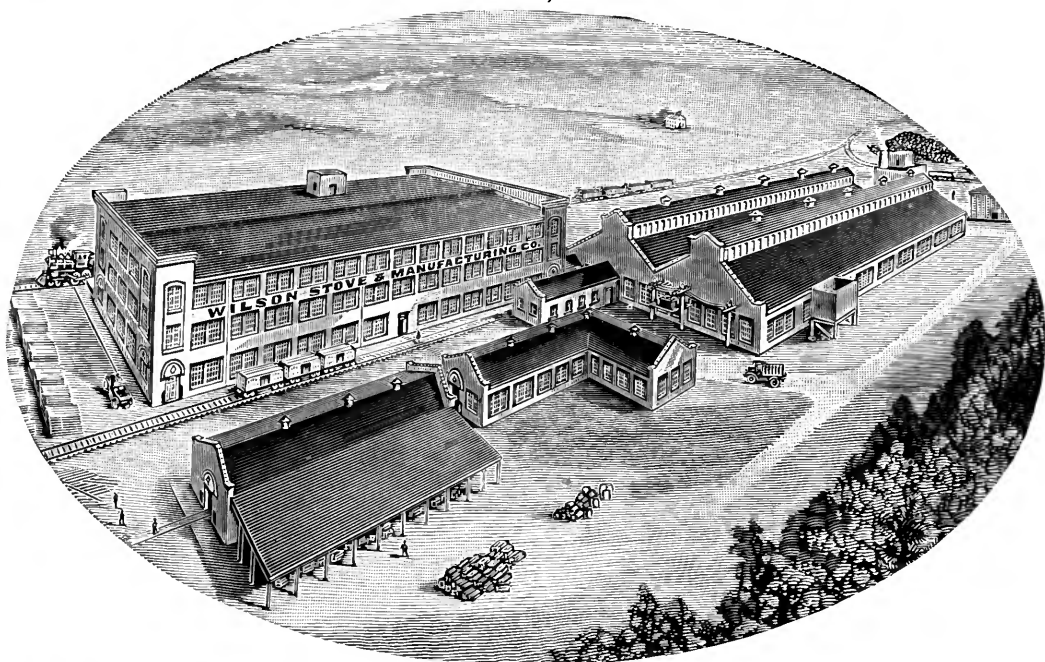
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April

1918

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J. W. COUSINS, TERMINAL SUPERINTENDENT.

BORN at New Orleans, September 8, 1869. When a boy entered the service of the Illinois Central at New Orleans as messenger in Switching Department. Connected with that department for about five years as messenger, interchange and yard clerk and clerk to yard master. Entered local office and filled practically every position in the office, appointed chief clerk 1897, and agent in charge of import, export and domestic business 1902. Terminal superintendent, New Orleans, February 1, 1918.

ILLINOIS CENTRAL

Magazine

Vol. 6

APRIL, 1918

No. 10

The President's Liberty Day Address

Wilson Accepts Challenge of Prussianism and Declares for War to Utmost Until a Just Peace Can be Obtained

Baltimore, Md., April 6.—President Wilson's Liberty day address, one of the most remarkable speeches that he has ever made, was as follows:

"Fellow Citizens: This is the anniversary of our acceptance of Germany's challenge to fight for our right to live and be free, and for the sacred rights of free men everywhere.

"The nation is awake. There is no need to call to it. We know what the war must cost, our utmost sacrifice, the lives of our fittest men, and, if need be, all that we possess. The loan we are met to discuss is one of the least parts of what we are called upon to give and to do, though in itself imperative.

"The people of the whole country are alive to the necessity of it and are ready to offer to the utmost, even where it involves a sharp skimping and daily sacrifice to lend out of meager earnings. They will look with reprobation and contempt upon those who can and will not, upon those who demand a higher rate of interest, upon those who think of it as a mere commercial transaction.

"I have not come, therefore, to urge the loan. I have come only to give you, if I can, a more vivid conception of what it is for.

"The reasons for this great war, the reason why it had to come, the need to fight it through, and the issues that hang upon its outcome are more clearly disclosed now than ever before. It is easy to see just what this particular loan means because the cause we are fighting for stands more sharply revealed than at any previous crisis of the momentous struggle.

"The man who knows least can now see plainly how the cause of justice stands and what the imperishable thing is he is asked to invest in. Men in America may be more sure than they ever were before that the cause is their own and that if it should be lost, their own great nation's place and mission in the world would be lost with it.

"I call you to witness, my fellow countrymen, that at no stage of this terrible business have I judged the purposes of Germany intemperately. I should be ashamed in the presence of affairs so grave, so fraught with the destinies of mankind throughout all the world, to speak with truculence, to use the weak language of hatred or vindictive purpose.

"We must judge as we would be judged. I have sought to learn the object Germany has in this war from the mouths of her own spokesmen, and to deal as frankly with them as I wished them to deal with me. I have laid bare our own ideals, our own purposes, without reserve or doubtful phrase and have asked them to say as plainly what it is that they seek.

"We have ourselves proposed no injustice, no aggression. We are ready, whenever the final reckoning is made to be just to the German people, deal fairly with the German power, as with all others. There can be no difference between peoples in the final judgment if it is indeed to be a righteous judgment.

"To propose anything but justice, even handed and dispassionate justice, to Germany at any time, whatever the outcome of the war, would be to renounce and dishonor our own cause. For we ask nothing that we are not willing to accord.

"It has been with this thought that I have sought to learn from those who spoke for Germany whether it was justice or dominion and the execution of their own will upon the other nations of the world that the German leaders were seeking. They have answered, answered in unmistakable terms. They have avowed that it was not justice but dominion and the unhindered execution of their own will.

"The avowal has not come from Germany's statesmen. It has come from her military leaders, who are her real rulers. Her statesmen have said that they wished peace, and were ready to discuss its terms whenever their opponents were willing to sit down at the conference table with them.

"Her present chancellor has said—in indefinite and uncertain terms, indeed, and in phrases that often seem to deny their own meaning, but with as much plainness as he thought prudent—that he believed that peace should be based upon the principles which we had declared would be our own in the final settlement.

"At Brest-Litovsk her civilian delegates spoke in similar terms; professed their desire to conclude a fair peace and accord to the peoples with whose fortunes they were dealing the right to choose their own allegiances.

"But action accompanied and followed the profession. Their military masters, the men who act for Germany and exhibit her purpose in execution, proclaimed a very different conclusion.

"We cannot mistake what they have done—in Russia, in Finland, in the Ukraine, in Roumania.

"The real test of their justice and fair play has come. From this we may judge the rest. They are enjoying in Russia a cheap triumph in which no brave or gallant nation can long take pride.

"A great people, helpless by their own act, lies for the time at their mercy. Their fair professions are forgotten. They nowhere set up justice, but everywhere impose their power and exploit everything for their own use and aggrandizement, and the peoples of conquered provinces are invited to be free under their dominion!

"Are we not justified in believing that they would do the same things at their western front if they were not there face to face with armies whom even their countless divisions cannot overcome? If when they have felt their check to be final they should propose favorable and equitable terms with regard to Belgium and France and Italy could they blame us if we concluded that they do so only to assure themselves of a free hand in Russia and the east?

"Their purpose is undoubtedly to make all the free and ambitious nations of the Baltic peninsular, all the lands that Turkey has dominated and misruled, subject to their will and ambition and build upon that dominion an empire of force upon which they fancy that they can then erect an empire of gain and commercial supremacy, an empire as hostile to the Americas as to the Europe which it will overawe, an empire which will ultimately master Persia, India, and the peoples of the far east.

"In such a program our ideals, the ideals of justice and humanity and liberty,

the principle of the free self-determination of nations upon which all the modern world insists, can play no part.

"They are rejected for the ideals of power, for the principle that the strong must rule the weak, that trade must follow the flag, whether those to whom it is taken welcome it or not, that the peoples of the world are to be made subject to the patronage and overlordship of those who have the power to enforce it.

"That program once carried out, America and all who care or dare to stand with her must arm and prepare themselves to contest the mastery of the world, a mastery in which the rights of common men, the rights of women and of all who are weak, must for the time being be trodden under foot and disregarded, and the old, age-long struggle for freedom and right must begin again at its beginning. Everything that America has lived for, and loved, and grown great to vindicate and bring to a glorious realization will have fallen in utter ruin, and the gates of mercy will once more pitilessly shut upon mankind!

"The thing is preposterous and impossible, and yet is not that what the whole course and action of the German armies has meant wherever they have moved?

"I do not wish, even in this moment of utter disillusionment, to judge harshly or unrighteously. I judge only what the German arms have accomplished with un pitying thoroughness throughout every fair region they have touched. What, then, are we to do?

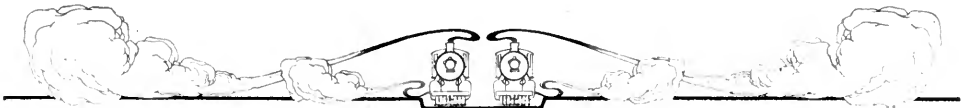
"For myself, I am ready, ready still, ready even now, to discuss a fair and just and honest peace at any time that it is sincerely purposed, a peace in which the strong and the weak shall fare alike. But the answer, when I proposed such a peace, came from the German commanders in Russia, and I cannot mistake the meaning of the answer.

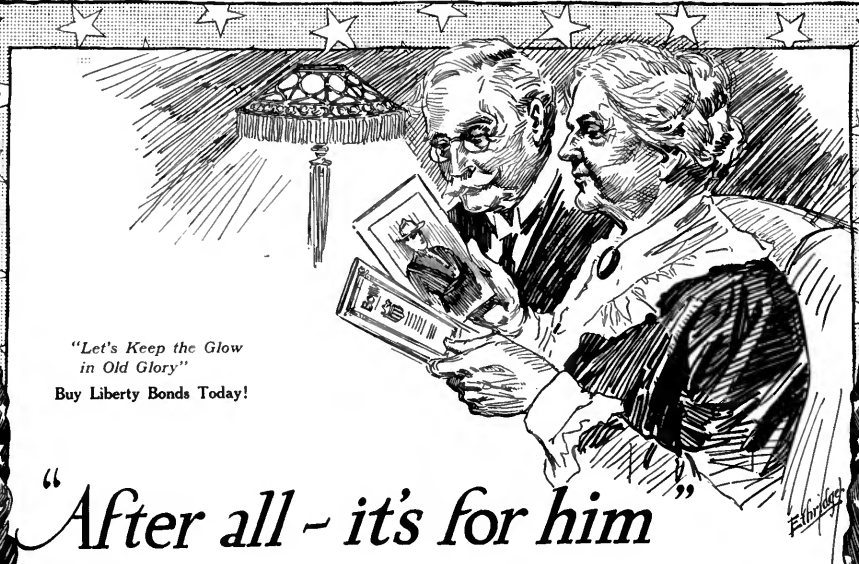
"I accept the challenge. I know that you accept it. All the world shall know that you accept it. It shall appear in the utter sacrifice and self-forgetfulness with which we shall give all that we love and all that we have to redeem the world and make it fit for free men like ourselves to live in.

"This now is the meaning of all that we do. Let everything that we say, my fellow countrymen, everything that we henceforth plan and accomplish, ring true to this response till the majesty and might of our concerted power shall fill the thought and utterly defeat the force of those who flout and misprize what we honor and hold dear.

"Germany has once more said that force, and force alone, shall decide whether justice and peace shall reign in the affairs of men; whether right, as America conceives it, or dominion, as she conceives it, shall determine the destinies of mankind.

"There is, therefore, but one response possible from us—force; force to the utmost, force without stint or limit, the righteous and triumphant force which shall make the right the law of the world and cast every selfish dominion down in the dust."





*"Let's Keep the Glow
in Old Glory"*

Buy Liberty Bonds Today!

"After all - it's for him"

"It's for him"—for your boy, your neighbor's or your friend's boy—the boy overseas who has donned his country's uniform to protect the rights, the liberty, the very homes and lives of America's citizens.

We're all involved in this titanic struggle; not one of us who has not at stake everything he holds sacred. It's our joint business, our common cause and all of us must do our share, willingly and eagerly, to preserve the integrity, the principle and the honor that is dearer than life.

Where a million—perhaps millions—of the flower of our land will endure hardship, privation and risk their lives, is it too much to ask that you invest your money to back them up?

Would you see the defenders of

America go hungry on foreign shores? Would you have these champions of democracy and righteousness poorly clothed or armed? Would you allow *your boy* or *any* American boy in France to suffer through lack of your loaned money?

Of course you wouldn't. There isn't a true, freedom-loving inhabitant of these United States who wouldn't shudder at the thought. It isn't necessary, this needless sacrifice, if you will do what is both your duty and your privilege and do it at once.

Buy U.S. Government Bonds

Third Liberty Loan



Buy a Liberty Bond—Now

Mr. McAdoo's Suggestions to Workers on Methods to Get Liberty Bond Money—Now the Time; Place Here, Says Secretary, Urging All to do Utmost

Secretary McAdoo has issued the following statement addressed to the executives and workers of the Liberty loan and war savings campaigns:

As the time for the opening of the campaign for the third Liberty loan approaches it seems advisable to set forth, in a definite way, a plan by which the activities of these two organizations shall be brought into unison for the period of this campaign.

Thrift Vitally Necessary

The war savings organization should have for its primary object the education of our 100,000,000 of people to the idea that at this time of war and national crisis the practice of thrift is not alone a matter of personal wisdom or advantage, but is vitally necessary to the welfare of the Nation. The United States Government, in its prosecution of the war, requires the use of the products of labor to the extent of billions of dollars per annum, while at the same time it has been necessary to remove from productive employment over 1,500,000 men. This demand for material cannot be met if the normal needs of our population are continued. To a reduction of these needs the chief activities of the war savings organization should be directed, and as a complement to this work the savings thus effected, when translated into terms of money, should be invested in United States Government securities.

Must Have the Money—Now!

On the other hand, the Liberty loan organizations are confronted with a problem of raising, within a short space of time, billions of dollars to meet the immediate requirements of the Treasury Department. In so far

as these monetary requirements can be met out of savings the situation is thereby benefited, but in any case the money must be raised and raised quickly. The campaign must, therefore, be intensive, and while pointing out the necessity of self denial in expenditures must be directed toward amounts of subscriptions as well as numbers of subscribers. The needed amount must be raised even though present savings are not sufficient and even though it becomes necessary to pledge future savings through the use of credit facilities.

Suggestions as to Methods

In the coming Liberty loan drive, therefore, the war-savings organization should continue their efforts in the formation of war-savings societies, educational work in the schools, and general thrift propaganda. Their actual selling organization should, however, be combined and co-ordinated with that of the Liberty loan organization to the end that during this period sales of Government securities, both Liberty loan bonds and war-savings stamps, should be made in the largest amounts possible to each individual buyer, but the purchase of Liberty loan bonds rather than war-savings stamps should, during this period, be the main object. To this end, during this period, all donated advertising space should be devoted to Liberty loan offerings.

Make Drive on Bonds

The first effort of both the Liberty loan and war-savings organizations during the coming drive should be to sell Liberty loan bonds and no member of the war-savings organization should endeavor to divert a purchaser of Liberty loan bonds to the purchase



Keep The Light Burning!

The time for flowery rhetoric, for facial expressions, for beautiful metaphors—the time for high-sounding words is passed.

IT IS the time for action.

There is only one bug, stark, grim fact staring us in the face today:

We are fighting for our very existence as a nation.

Our sons and brothers are over there in the front line trenches *right now*, dying of shrapnel wounds and poisonous gas attacks and shell-shocks *right now*, to save us from the horrible fate that overshadows Belgium and Serbia and Poland—the horrible fate that threatens France and England, that is casting a sinister and terrible shadow of impending doom over the entire civilized world.

THE flower of the manhood of America is making a barrier of their own bodies to protect us from this fate. We can't stand around over here with our hands in our pockets, mouthing empty phrases of patriotism, while they are fighting and suffering and dying for us over there.

Remember, they are our own sons and brothers—our boys and my boys; and *Smith's* boy around the corner. They are high-hearted, care-free American boys who just a short time ago walked in the streets of our cities. They have given up their fathers and mothers and sweethearts, their families, their friends,

their ambitions for careers and worldly success to help make the civilized world safe for liberty, for justice to all; to protect our homes from the fate that devastated the little happy homes of Belgium, to protect our women and children from the horrible fate that overwhelmed the helpless women and children of Belgium, Serbia, Poland, of all lands that have been crushed under the cruel, iron heel of German domination.

ALL these things our boys are *giving* to protect us. You and I are not asked to *give* anything. We are asked only to *lend* our money to buy our own boys food and clothing and guns with which to fight and to buy our own boys gas masks to protect them from the horrible death of asphyxiation, to buy our own boys entrenching tools to dig shelters from the murderous German shells. And Liberty Bonds will buy our boys all these things.

GO AND buy a Liberty Bond today, and when you buy it say to yourself: "This money will buy some American lad over in France a warm meal and clothes to protect him from the elements, and it will put a gun in his hand and ammunition with which to light off the gray horde that burned and sacked the little homes of Belgium, that ravaged the women and massacred the children of that unhappy

country; that same gray horde of Huns that will repeat every one of these outrages over here if we don't win this war."

IF ANY one of the boys over there came to you and said: "I need food to eat, and I need clothes to protect me from the cold and the rain. I am fighting your fight for you, but I can't fight it empty-handed. I must have a gun, and I must have ammunition for that gun. And if I should be wounded, I must have medical attention. I am fighting your battle for you. Will you help me?"

And your warm-hearted, red-blooded answer would be: "You just bet I will help you! How can I do it?"

The answer is Liberty Bonds. This call for the Third Liberty Loan is the personal appeal of not *only* one American boy, but the appeal of over a million of them. There is only one answer to this appeal—Liberty Bonds!

IF YOU do not want our boys to give their lives in vain, you will buy Liberty Bonds. You will buy all of them that you can. Your dollars can help the boys over there more than anything else. Let them have these dollars NOW!

Buy U.S. Government Bonds Third Liberty Loan

of war-savings stamps. On the other hand, there are persons who are unable to buy Liberty loan bonds and all these persons should be urged to buy war-savings stamps.

With regard to partial-payment subscriptions to Liberty loan bonds, these

should be encouraged, but where employers of labor or others have formed efficient war-savings societies, which are actually obtaining systematic and adequate subscriptions to war-savings stamps, this work should not be interfered with by an endeavor to super-

side the war-savings societies by the introduction of the partial-payment plan for subscriptions to Liberty loan bonds. Such war-savings societies should make every possible endeavor to promote the sale not only of war-savings stamps but Liberty loan bonds during the coming drive.

One Cause; Differing Methods

The loyal army of workers in both these organizations must realize that they are working for a common cause, though by different methods; that each is a part of the Treasury Department force and that each is under Treasury Department control.

Complete harmony and unity of purpose helps both organizations in the attainment of the purpose of each—the successful financing of the war on a sound basis. We must have complete and cordial co-operation between the two organizations, and I am sure that I may count upon every member of each organization for that kind of patriotic work.

I ask that these suggestions be carried into effect both in letter and in spirit.

W. G. McADOO,
Secretary.

Scouts to Assist in Liberty Drive

When the great drive to complete the third Liberty loan begins the Boy Scouts of America will have an active part in putting this loan across, according to information received yesterday from the office of the secretary of the treasury.

The letter is addressed to all Boy Scouts and is an appeal to them to line up for service with their home committees for the successful carrying on of the campaign. The letter follows:

To the Boy Scouts of America:

Once more you are called into active service. You are asked to organize for an intensive house to house canvass during the last part of the third Liberty loan campaign for subscriptions which might not be otherwise secured. This is the particular service that has been assigned to the Boy Scouts of America.

In each community there are efficiently organized local Liberty loan committees, and you are expected, as heretofore, prior to your own special campaign, to do such work for these committees as may be requested of you.

You will find the members of these committees, as well as the bankers, appreciative of your labors and willing to co-operate in the special campaign of the Boy Scouts of America.

I have been deeply impressed by the tireless energy and splendid spirit of helpfulness which you have shown in all your war activities, and I sincerely hope and confidently expect that in the third Liberty loan you will surpass all previous records for service to your country.

Sincerely yours,
W. G. McADOO,
Secretary of the Treasury.



The Next Liberty Loan

THE Government needs the help of every man and woman in the United States. It takes two things to win a war:—Soldiers and Dollars.

Men give their lives freely, but the Government does not ask anyone to give money. It asks for the use of money only, and it pays \$4.00 a year for every \$100 that is loaned to it.

When you buy a Liberty Bond, you loan your money to the Government. You help win the war, but you do not *give* your money; it will all be paid back to you in thirty years, or, if at any time you may find it necessary, you may sell the Bond.

This Bond is simply a paper issued by the Government, which shows how much of your money the Government has borrowed. You take this paper twice every year to any bank, and your interest will be paid you;—\$4.00 a year for every \$100 you have paid in on Bonds you have already subscribed to. The interest rate on the next issue of Liberty Bonds is not yet decided upon.

This is not a rich man's bond. It is not a rich man's war. Every man and woman and child in the United States must help win. If you buy a Liberty Bond, you are saving money for your old age, and you are also helping to save a soldier at the front. Your money is still your money, but it is helping to win the war and it is in safe hands.

You know you can trust the Government.

NATIONAL WOMAN'S LIBERTY LOAN COMMITTEE.

Mrs. W. G. McAdoo, Chairman
Mrs. Antoinette Funk
Mrs. George Bass
Mrs. Frank A. Vanderlip
Mrs. A. S. Baldwin
Mrs. Guilford Dudley

Mrs. Kellogg Fairbanks
Mrs. George Thacher Guernsey
Mrs. F. L. Higginson
Mrs. J. O. Miller
Miss Mary Synon
Mrs. Ella Flagg Young



Some
Metropolis
Homes



Metropolis..

Illinois



METROPOLIS, Ill., is a city of 7,500 people. It is located on the northern bank of the Ohio River, forty miles above the juncture of that river with the Mississippi. It is only ten miles below the mouth of the Tennessee River and twenty-four below the mouth of the Cumberland River.

Topographical Advantages.

The county of Massac lies immediately south of the line of the Ozark mountains, or hills (for in Illinois they are merely hills) extending across the state from west to east. Immediately south of the Ozark bluff is a belt of high land, but not hilly, in width about twenty miles, and also stretching across the state, extending to the Ohio River. The county of Massac is high, dry ground, hilly, but for the most part just "rolling" enough to afford a good natural drainage. The City of Metropolis itself is located on a high plane along the river bank, and is entirely above overflow from the river. There is high ground all 'round the city for several miles north and west, which is good for farming, but our central location and splendid competitive freight rates makes a most suitable manufacturing center, and factories and commercial business of various kinds are coming in and locating.

Commercial Advantages.

The City of Metropolis has three of the largest railroads in the country. The Illinois Central, the C. B. & Q. and the

N. C. & St. L., which is the L. & N. System, all crossing the Ohio at this place by means of a large five million dollar bridge recently built. These three railroads, with many connections in all directions, afford the very best of railroad shipping facilities. But of almost equal importance from a commercial point, with the railroads is the Ohio River. That river is navigable for many miles, and affords direct connection with the large cities located on all navigable waters of the United States, and much heavy freight comes from the source of the river from Pittsburg, Pa. It also allows shipment south and north, from its mouth, and freight can always find a sure means and at a very low rate. The near connection with the Tennessee and Cumberland gives a connection in nearly all the southeastern group of states. Much of the iron ore used in Illinois comes from these rivers by means of barge boats. A reference to a map of the country will disclose to business men the immense advantage of the location. There is said to be much advantage to business to locate on the north side of the Ohio River.

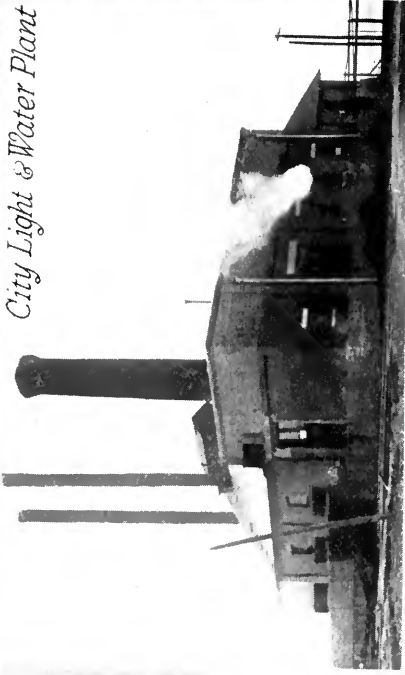
Climate, Soil and Local Health.

The climate is very mild in winter, because of its sheltered condition. Lying south of the Ozarks, and sloping south, the whole county is situated somewhat like the south side of a house roof. The sun's rays are taken more vertically, and the heat is thus absorbed. There is a great deal more difference in actual

Riverside Mills



City Light & Water Plant



*Industries,
Metropolis, Ill.,*



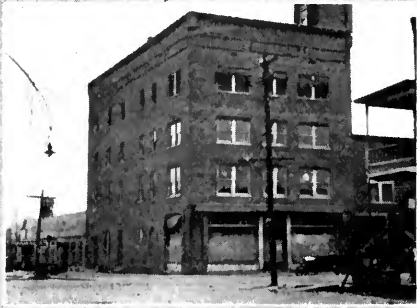
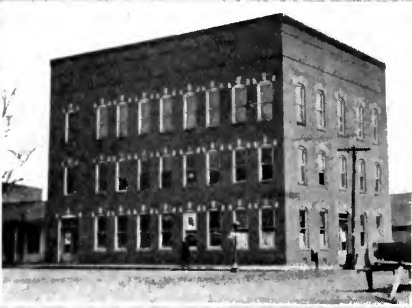
Glove Making

thermometer readings between this city and cities further north than the difference in latitude would indicate. There is actually at least three weeks' difference in seasons between the county as a whole and the country lying immediately north of it. The soil is for the most part a silt soil, with a yellow clay subsoil; although in the bottom grounds

sewerage, the storm and sanitary sewer combined. The water is procured from deep wells, wells about three hundred feet deep, and this has, by many chemical analyses, been found to be free from bacterial life and entirely wholesome. There is no mineral or other disagreeable taste to the water, and it is more than good cistern water.



Business Section, Metropolis, Ill.



mentioned above it is of a different formation. The river bottom soil is also of an alluvial character and very productive; better crops are not produced anywhere. The City of Metropolis itself is drained by a combined system of

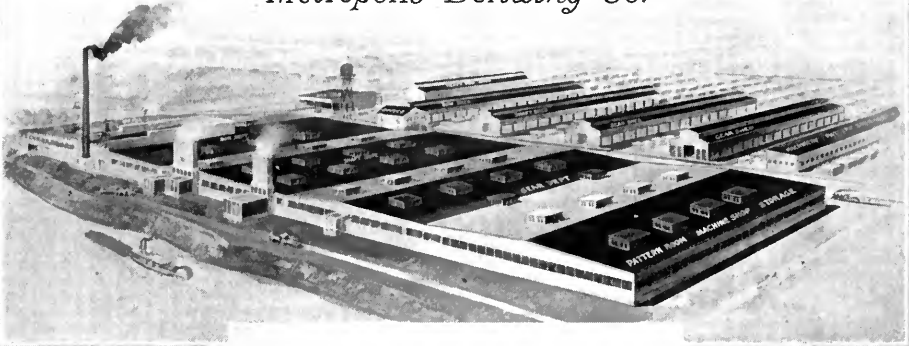
Municipal Ownership.

The city owns and operates its own water and light plant and has the most efficient system and cheapest production of any city in this locality. Power is furnished industries at a very low

rate. The city also owns its own police court and council hall, and has also a garbage reduction plant, by the crematory method. The city also maintains a fire-fighting equipment, and corps of men, and no contagious fires occur, and insurance rates are consequently low.

is carried out, of course, by mutual consent. The colored people themselves are segregated, owning a distinct part of the city, and no bad feeling ever occurs about the schools. Metropolis has a very finely constructed, up-to-date high school, a central grade school, and two ward

Metropolis Bending Co.



*Industries
of*



*Metropolis
Ill.*



Schools and Churches.

The schools are conducted under the general school system of the state of Illinois. The schools are separated on color lines, the colored people having a complete school in which their children may go through the grades and two years of high school. This arrangement

schools. The high school is fully accredited at the State University, and graduates enter the freshman year without examination. Nearly all the churches, or sects, have congregations here, and all have church buildings of their own, the Christian, Methodist, Congregational, Presbyterian, Baptist, Lutheran, Epis-

copal and Catholic churches all have creditable buildings and maintain regular worship.

Business Enterprises.

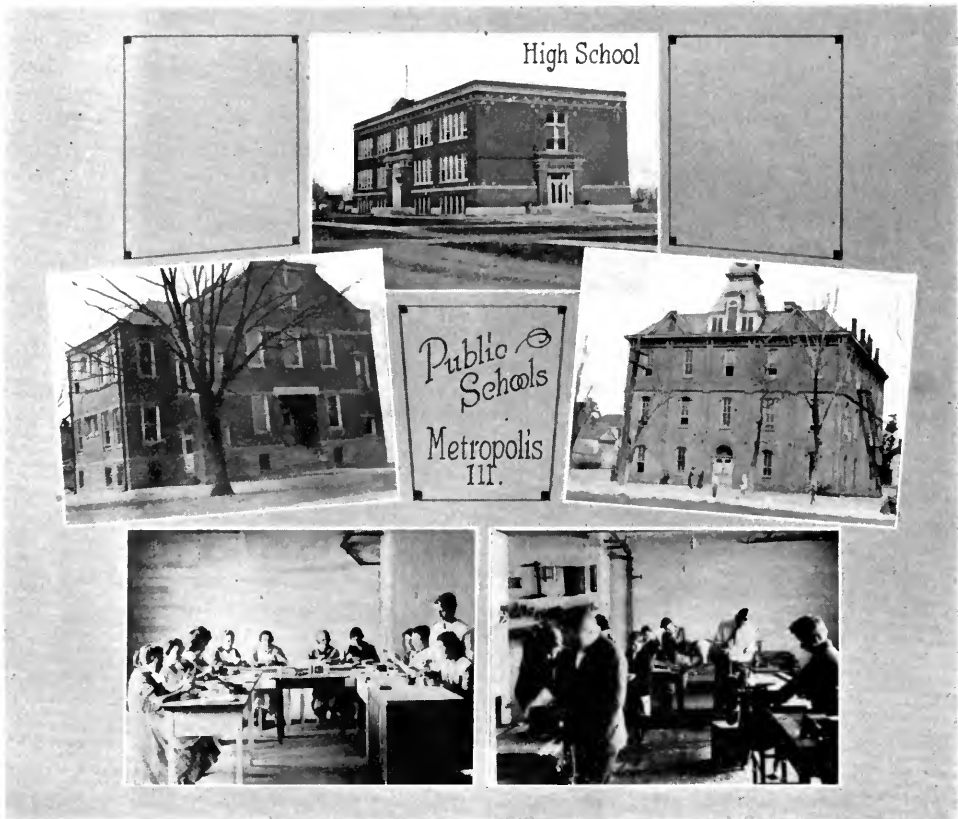
There are many industrial enterprises in the city, namely:

The Metropolis Bending Co., the largest of its kind in the world. Manufacturers of buggy bows, shafts, gear

and automobile material, also plow handles and lumber.

The H. Rampendahl, Jr. & Co. is one of the largest, if not the largest, stave and heading plants in the United States.

The Wilson Stove & Manufacturing Co., which has an annual output of from sixty to eighty thousand heating stoves, ranges and cookstoves. This factory has



wood, automobile tops (bows) and aeroplane parts.

The Roberts Liggett Manufacturing Co. is a very large plant, manufacturers of fruit packages of all kinds and baskets.

The Artman, Nichols & Cox Lumber Co. is a very large mill, manufacturers of quarter-sawed hardwood lumber, and is one of the largest hardwood mills in this country.

The F. B. Leonard Co. is a very large mill, manufactures wagon and buggy

an advantage over other factories of very low freight rates, both in and out, and an excellent quality of labor.

The Joyce Watkins plant, where railroad cross-ties and large timbers are treated, is one of the largest plants of its kind in the United States.

The large double track incline which is used by the three railroads is a big assistance to the manufactories of this place, as large quantities of pig iron and all kinds of lumber and logs are handled there daily.

The C. T. Houghten Glove Co., with an output of ten million pairs of gloves annually, is one of the largest and best glove factories in this country.

There are also two wholesale houses for the sale of groceries and grocers' sundries. Three banks, all being National Banks, with deposits aggregating one million dollars, are located here. A daily newspaper and a weekly newspaper, with good subscription lists, constitute part of the city's business life.

Pictures of the various plants will be found in this issue.

The city boasts two excellent hotels.

Agriculture.

The country surrounding the city is one affording a wide range of diversified farming. The common grains and the grasses are regularly grown, while fruit growing is rapidly increasing. One of the chief advantages of the county is the possibility of diversification. Dairying is coming to be a large and profitable business. The raising of pure-bred stock is general.

Historical.

Massac County, of which Metropolis is the seat, was made a county in the year 1842. It was here some of the earliest settlements in the state were made.

Thus we draw to a close this brief and incomplete account of the many advantages centering at Metropolis, Illinois.

Here where American History begins in the great Northwest:

Here where Civil War History was made;

Here is now unfolding a great Commercial Progress destined to immediately affect the entire Mississippi Valley in the History of the future.

Nature provides a wonderful site for a magnificent city; she gave us a mighty river that brings us commerce from the Gulf of Mexico and lower Mississippi for northward shipment by rail when ice prevents further movement by water.

Here the Ohio, Cumberland, Wabash and Tennessee Rivers bear valuable cargoes on their way to the markets of the north being above all overflow.

Metropolis needs no levees, it is always high and dry, nature was lavish in raw materials at this point, it is worthy of note that America's great Fluo-spar mines are here, lead and zinc are mined near by, immense iron ore deposits are within twenty miles midway between the Southern Illinois and West Kentucky coal fields, we also have access to one hundred thousand tons of Pittsburg coal passing by Metropolis on this same Ohio river each year, we have sharp sand for construction work, moulders sand for foundries and glass sand for glass factories, our clay deposits are the riches to be found, we have three varieties of Ball clay and a white China clay, while nearby we have large quantities of Kaolin, English China, Flint and Feldspar, add to these our unusual variety of forest products, unequalled railroad and terminal facilities which includes the doubletrack bridge across the river and four incline tracks to the water's edge, large yard movements which insure a never failing supply of empty cars for all purposes, an abundance of intelligent, high class native American labor, largely owning their own homes.

Last and best of all we have the best people in the world; a healthy spirit of civic fraternity is uppermost.

A glad hand is extended to you, you will be a good fellow where every one tries to be good fellows.

If you are manufacturer, a laborer, a man of money, a man of business, a man of talent, a man of ability to work and live and enjoy life, Metropolis has a happy home for you.

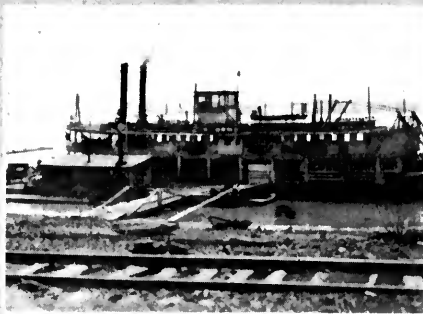
Substantial inducements offered to manufacturing plants to locate here.

Let us tell you all about it.

Address, T. F. McCartney, Mayor, Metropolis, Illinois.

FORT MASSAC.

The early explorers of America, in seeking protection from hostile natives, selected sites that in after years formed the nucleus for scenes of action in the history of our nation. Such a site is Fort Massac.



Park Views.

Metropolis, Ill.

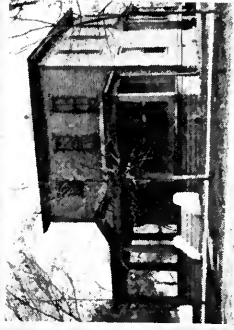
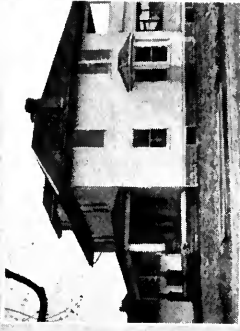


Massac is situated on the northern side of the Ohio River, twenty feet above the highest watermark, at a point thirty-eight miles from its mouth and ten miles below Paducah, where it commands an extensive view of the river in both directions.

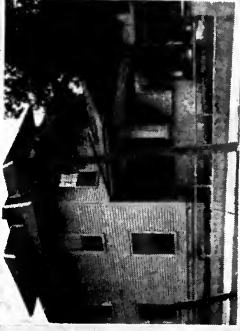
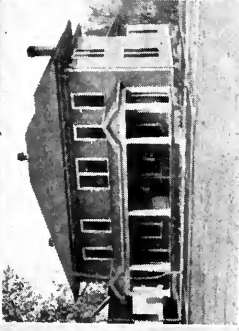
The origin of the name "Massac" is disputed. Some historians claim that it was named by its builder, M. Massac, for himself. Others favor the tradition that Indians enticed the soldiers into the open by their favorite ruse of play-

ing "bear" and then massacred the whole garrison (1731), "Massacre," after years of misspelling, becoming "Massac."

Spanish relics have been found which indicate that DeSoto (1542) was the first white man who sought protection at this place; however, in 1700 the French founded the first permanent trading post. Their barter in buffalo hides soon becoming extensive, they established a mission in connection with their post and a Jesuit priest, Father Mernmet, took charge. History affirms



Metropolis Ill., Residences



that he was the harbinger of the Christian doctrine in the present State of Illinois.

A trading station was established at Fort Massac in 1710, lasting through the French and Indian War. It then consisted of a guard house, palisaded house and cabin store-room.

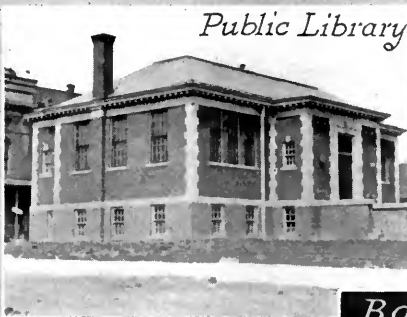
A French document found in Paris is the first official paper discovered which gives reason for the fort's erection. M. Aubry was ordered by the commandant of Illinois to depart with "one hundred and fifty Frenchmen, one hundred savages and three pieces of cannon to establish a fort on Belle Riviere (Ohio River)." The fort was completed at Massac June 2, 1757. In the year 1760, by the order of the Governor of Canada, Massac was terraced, fortified and reconstructed, and a deep ditch dug to surround it.

In the treaty of Paris of February 10, 1763, which concluded the war between the French and English, Fort Massac was referred to as "of consequence since it secures the communication between

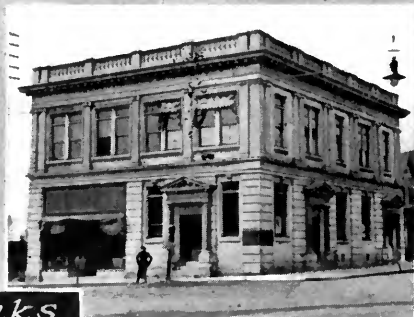
Illinois and Fort Pitt." This old stronghold was the scene of an intrigue in 1794 when the French minister, Genet, endeavored to organize anti-Federalist clubs to enlist men in an attempt to wrest the Mississippi Valley from Spain. Genet found so many Kentuckians susceptible to his wild scheming that Washington was obliged to detail soldiers under General Wayne to arrest their expedition. This same year Capt. Thomas Stirling embarked with the Forty-second English regiment for the mouth of the Ohio, accepting the surrender of Fort Massac enroute.

George Rogers Clark landed at Fort Massac on the 24th of June, 1778, concealed his boats in Massac Creek just above the post and rested for several days before going on to Kaskaskia. July 1th he captured the fort at Kaskaskia and as he carried the American flag with him there, it is probable that at Fort Massac the Stars and Stripes were first unfurled in Illinois.

In 1787 Spain endeavored to draw three prominent Kentuckians into a plot



Public Library



*Banks
Metropolis, Ill.*



for seceding from the eastern states, with Massac the center of operations. Luckily this plot failed.

There were no American troops stationed here until 1794, when the fort was rebuilt by Washington's special instructions, and occupied by United States military forces under Major Thomas Doyle. By the fourth article in the treaty between Mad Anthony Wayne and the chiefs of eleven Indian tribes, the latter "relinquished all title and claim which they or any of them had to the Post of Fort Massac on the Ohio River." Beginning in 1797 yearly shipments of supplies were received at the post, and 1802 they were granted a company of infantry and the following year a company of artillery. Captain Zebulon Pike was in command during this period.

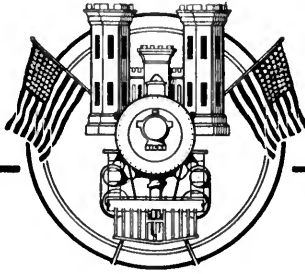
During the war of 1812 Massac was well equipped. Aaron Burr and his colleague, Blennerhasset, were guests of Daniel Bissel, officer in charge, June, 1805. The fort was soon afterward abandoned and when Governor John

Reynolds visited here (1855) nothing of the old building remained but the ruins.

In the days of its usefulness, the outside walls were 135 feet square, they were palisaded and the cracks earth-filled. Each corner was protected with cannon. There were three or four acres of gravel walks on the north front, used for parade purposes.

The Daughters of the American Revolution in 1903 secured the passage of a bill through the State Legislature, appropriating \$10,000 for the purchase and restoration of this old site. The Fort proper is marked by cannon placed on the four corner bastions and by a monument to George Rogers Clark. The side fronting on the river is protected by a double sea-wall. There are twenty acres in the Park grounds and the buildings therein are as harmonious in contour and coloring as the beautiful shrubbery and flowers. There are many signs of the early conflict and struggle, and Fort Massac Park still remains a monument to the early pioneer history of the West.





Letters from Former Illinois Central Employes Who Are Now in France Helping to Win the War

“Somewhere in France,” February 6th, 1918,

Mr. H. J. Roth, Superintendent I. C. R. R. Co.,
Mattoon, Illinois.

Dear Mr. Roth.

Your letter of December 11th reached me February 4th and it was indeed greatly appreciated. At times we receive mail within twenty to thirty days and other times it takes about a month and a half to reach us, being badly delayed at New York or over here.

The railway men are doing well their part and eager to do more, and you may be pleased to know that the men selected from our railroad are reflecting much credit to our company as well as to our Country.

We are operating a French railroad behind the French lines and use the positive station block, single and double track, and all trains move in a most systematic manner. No train orders required, all trains run on schedule, and when it is necessary to change what we call a timetable at home, all that is required is a telephone message taking up itinerary number That would mean you would run a different number of schedule trains per hour, or of a less number per hour, as the case may be. This system of handling trains is used largely on Military lines, and the Regulating Office knows the day before about how many trains will be run the next day.

The engines are of different types, similar to those of ours. We have at present about thirty American locomotives of the mikado type, about the size of the I. C. 1400, and one can do the work of three French locomotives. The cars, or carriages, are from ten to thirty ton capacity, and from about fifty to sixty make a train. We never worry about hot boxes or of other troubles we have with ours. No air on freight trains, all hand brakes, but passenger trains are equipped with both air and steam. The road which we are operating, being newly built, has many curves and some steep grades, but our officers, like Captain J. M. Walsh and Lieuts. Nash and Kern, are overcoming all difficulties.

If all the people could know what war means, there would not be much trouble in getting supporters. Just imagine this kind of a conversation in a French hospital, where wounds of all descriptions are being treated. Question, to a soldier: “How long have you been in the Army?” “Three years.” “What business were you engaged in when you entered the service?” “I was a jeweler, had a store on _____ street. I and all my force had to go.” The next soldier: “What was your business?” “I was a manufacturer of iron. My foundry was destroyed, the Germans took all I had.” The next: “I was a priest.” The next: “I was a banker,” and so on down the line. If the men of such lines of business along



1—F. J. BEHR, 2—H. G. ROSSER, 3—J. B. DENT, 4—L. V. DULUDE, 5—W. C. ROE, 6—C. M. DEARBORFF, 7—M. R. BOYCE, 8—L. J. CROWLEY, 9—J. E. HOWS, 10—A. G. MOODY, 11—F. A. SAAR, 12—M. J. KELLNER, 13—D. D. COGGS, 14—H. MCKEE, 15—H. R. HALVERSON, 16—J. E. GULLO, 17—H. W. SHARBER, 18—E. J. BRUNNER.

our streets in our home towns or cities be placed in such positions as the men I mention, what would be the thoughts of our people? Sherman's definition was mild, compared with realities of today.

I wish to express my appreciation to yourself and the others at Mattoon and on the Indiana Division, who so generously contributed to the Illinois Central fund for our Christmas presents, and you may be assured that the articles that were sent were well chosen and just what we were in need of.

I gave each of those you mentioned your best regards and they promised to write to you at an early date. Captain Arn is our Engineer Maintenance of Way, Major Bent is in the Regulating Office and Lieutenant Nash the Master Mechanic. All your friends send their kind regards, and Captain Walsh and Lieutenant Kern wish to be remembered to you.

I would be pleased if you would remember me to Mr. Odel, Mr. Bell, Mr. Keene, Mr. Runge, Mr. Brooks, and all my other friends in the offices, also tell F. M. S. I am writing her a nice long letter.

With kind personal regards and best wishes, I am,

Sincerely,

W. L. Stephenson.

W. L. Stephenson, Co. A, 13th Engrs. (Ry.), U. S. A., A. E. F. In France, via New York.

France, January 8th, 1918

Dear Mr. Roth:

I have just had the pleasure of reading a letter written by you to Walter Stephenson from Mattoon, which was indeed interesting.

I note you are accusing me of having writers' cramps. I will acknowledge that if anybody ever had such things it is me. I can't understand what the boys all write about to make their letters interesting to the people back home. I never lived in such an isolated place, where there is so little to talk about. Another thing, you know us fellows over in France are a pretty busy set these days. You also know that we have very strict censor rules in regard to mail leaving this country, and I have hesitated writing a lot of letters that I would like to because I could not say anything that I thought would be interesting to you. We have never seen any real action to speak of, and are simply over here working every day, and hoping that before long we will be permitted to return to our native land and take up the work we feel we are better adapted to. I am not to say homesick, but am ready to come back any day, and if I am ever permitted to return to work on the Illinois Central, I shall never complain about bad conditions, too much work, etc.

We are getting along as well as could be expected, and from all reports, everybody is well satisfied with the work being performed by this Regiment. I am still Battalion Sergeant Major, and if I don't get busted, suppose I will be when we return, as I don't seem to have exceptional ability as a soldier, or in handling military work. Have been working in the office ever since this road was taken over by the Americans, and have plenty to do. While my work does not consist of shooting the "boche", or observing the actions of the German Army, it is hazardous enough for me, and I am not sparring for anything more exciting.

I don't know just what kind of stories the other fellows are putting out about our hairbreadth escapes, etc., and, for fear that we would not agree, I will pass that subject and do my boasting after we get back. We have had three casualties in this Regiment since leaving Chicago, one died from Pneumonia, one killed in a train accident, and the other killed himself while tampering with a loaded shell. So you see, if the war lasts long enough, we are going to lose a lot of men in this Regiment, due to the Government pension rules and regula-

tions, and old father time. Everything is very quiet on this front and, with the exception of an occasional boom from one of the French heavy guns, it is hard to tell that there is a war going on.

We are living in solid comfort, have plenty to eat and no board bills to pay. The only complaint I have to make is that this place, "Somewhere in France", is too far from "Somewhere in Carbondale".

If anything happens, will write and tell you about it, and would greatly appreciate a line from you at your convenience.

With best wishes, I remain,

Very truly yours,

A. G. Moody.

Mr. H. J. Roth, Superintendent, I. C. R. R., Mattoon, Illinois.

Letter From F. Belscamper, 13th Regiment Engineers (Railway) Somewhere in France

France, Feb. 4th, 1918.

Dear Bro. Wells:

I received your letter last night. This is pretty good for me to be answering so soon. I received my annual card about two weeks ago and immediately wrote my folks about paying my M. B. D. dues. Hope they pay it before the days of grace are over.

The chef de gare (which means in English, "chief of the station"), at this place is Corporal M. H. Huisinga, an operator off the Wisconsin Division. I think he did a little extra work in the Dispatcher's Office at Freeport, once. He gets letters frequently from Walter Kelly, the Local Chairman of that Division. Kelly told Huisinga, that he would get his old job back and also was entitled to bid in any new job that opened. It sounds pretty strong to me, but I saw the letter Kelly wrote. He also sent a copy of the new schedule and it is a dandy. Congratulations. All of the jobs are good ones, but I sure did like "C. W." and the City of Waterloo. Maybe I'll get a chance at it again.

Everhart was "chef de train" on a fast (?) passenger train this morning. He brought me a December I. C. Magazine. Herman is a fine fellow and a crack conductor on our railroad, but he is still a "buck" private, same as me. He and I are the only ones in the regiment from the Minnesota Division. Have about fifteen from Cherokee. They did well.

I see in the I. C. Magazine, a letter from Dan Coons. He enlisted as a private in our company and now he is a lieutenant. Doing fine, eh? I see Leo Keatley is in the service, too. Where did he go? Camp Dodge? Would like to hear all about the boys. You know us fellows over here read in the papers about the big business on the railroad and the big war preparations and it gives us a feeling like we were out of it. And we are in the middle of it. But over here we don't know as much about what is going on as you do in the states; we are too close to the "big show."

You know we are not with the American Troops. They loaned us to the French and we are attached to the French Army. It is quite an honor. The French evidently had confidence in us as they put us on the busiest place in the Western Front and that means the busiest place in the war. I haven't seen a single American soldier except those in the 13th. So you see we are isolated. We can tell a Boche Aeroplane as far as we can hear him. We are not strangers to Boche shells and we know what a machine gun

bullet sounds like. Oh, we will have a few tales to tell when we get back.

The operator's job here is blocking trains by telephone. No dispatchers, just station to station, absolute block. Very slow railroading, but the idea is not speed; just to keep a slow, steady stream of supplies going to the front. At my station there are five of us, a chef de gare, two operators and two switch tenders. We work nights a week and days a week so everybody gets a fair deal. The night work with an old old lamp or a candle has played hell with my eyes, but I am taking pretty good care of them and they are better. We eat and sleep in the station, have a supply car bring up our provisions every two days, and, of course, we go to the village and buy eggs, milk, etc. You ought to see me talk "frog." Five of us out here alone, we had to learn it. You use both hands, both feet and your shoulders in a conversation. And they talk backwards. Instead of being an American Soldier, we are "soldat Americane." It's worse than Morse.

Well, I'm afraid the censor will have to take a day off for this letter if I don't stop. I will be very glad to hear from you and to get all the news. Give my 73 to the boys.

Yours fraternally,
F. Belscamper,

Company 2, 13th Engineers (R. R.),
U. S. Army, American Expeditionary Force, France.

A Letter From a Former Illinois Central Employee Who Is Doing His Bit "Over There"

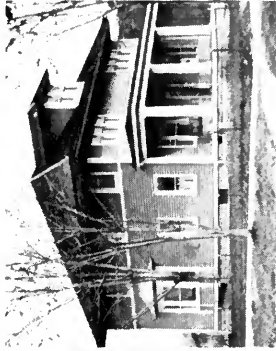
Somewhere in France, Jan. 7th, 1918.

Dear Mr. Peacock:

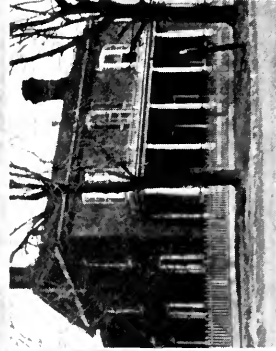
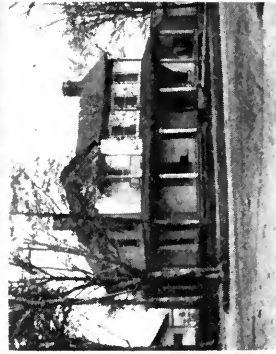
Just a few lines to let you hear from me. Am fine and dandy, never felt better in my life; I think army life agrees with me as I have gained more than 30 pounds since I enlisted, I weigh 160 lbs. Well I wish I could tell you just where I'm located, but you know that is against the rules. We are at present in our regular line of work, I have a three mile section with 16 Chinamen as laborers and honestly they are the laziest people I ever saw. Railroading here is a joke, it's nothing compared with our roads. The engines are so small, they weigh from 40 to 50 tons and their cars carry from 6 to 10 tons. They are 50 years behind with everything except their Public roads and they are the best I ever saw, the J. D. Highway hasn't anything on their roads. They use all American steel and have a fine road bed, but don't use any tie plates at all, and oh, my! I wish you could see the spikes we have to use. First you drill a hole in the tie for each spike (and they use six spikes to each one) and you do this with an old fashioned auger and then you screw the spike in *likewise*. We were sure glad to see the American engines get here; the French didn't think they were any good because they were too large and now they are carrying as much as three of their "Dinkies." Well I will have to go as lights go out at ten o'clock. Will write you again. Write me real soon.

Sincerely
I. D. Holmes.

Pri't I. D. Holmes,
Co. D, 13th Engineers, Ry., U. S. Army.
A. Ex. via New York City.



Residences *Metropolis, Ill.*



February 9, 1918.

Mr. C. H. Markham, President I. C. R. R. Co.,
Chicago, Ill.

Dear Sir:

I wish to thank you and the employes of the Illinois Central Railroad, and also acknowledge receipt of your most liberal Christmas gift.

Hoping to be back with you soon, but not without complete victory.

Sincerely yours,

Private GUSTAF A. BREDIN,
Co. A, 13th Eng. (Ry.) U. S. Army, A. E. F.

The Arch Degenerate

By Richard H. Fries

Who is the Arch Degenerate
Inflicted by a cruel fate
On City, Nation, Kingdom, State?
THE KAISER.

Who creeps with submarine at night;
Flings coward shaft, eludes the fight,
And leaves the drowning weak afloat?
THE KAISER.

Who puts himself above his God;
And man and beast on all the sod,
Who murder plans, whilst Nations nod?
THE KAISER.

Who likens man unto a fool,
Whose lessons taught in ancient school,
That "Mind" will always "Matter" rule?
THE KAISER.

Who fills our land with nest of spies
To propagate its Kultur-lies,
Burns bridges, houses, factories?
THE KAISER.

Who drips religion from a fount
Of sermons preached upon a mount,
Yet, holds it to such bad account?
THE KAISER.

Who rules with hypocritic hand
His own and all the conquered land,
And rivets with an iron band?
THE KAISER.

Who is this Martial Modern Hun;
Who thinks he can thus overrun
All men and things beneath the sun?
THE KAISER.

Who gave to Belgium shot and shell
And leveled trees and poisoned well,
And dragged her people down to hell?
THE KAISER.

Who from the mask has now been shorn
And in old age will be forlorn,
And pray that he had ne'er been born?
THE KAISER.

Who threatens French and British city?
Kills innocents without pity,
And celebrates in joyous ditty?
THE KAISER.

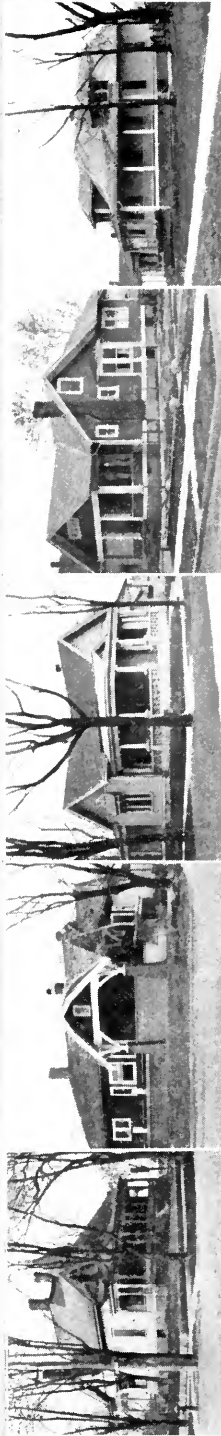
Who cries this senseless war must cease,
Extends his withered hand in peace,
And like a wolf the lambs will fleece?
THE KAISER.

Who takes its poor imprisoned men
From hungered town into a pen
Of dirt and filth, built like a den?
THE KAISER.

Who must be crushed with our aid;
Courageously and unafraid,
Autocracy forever laid?
THE KAISER.

Who writes his treaties with a sword,
Which scatters them without a word
Like scraps of paper—this Mighty Lord?
THE KAISER.

Awake, ye slumb'ring slackers all!
And listen to your country's call!
Help rid the earth this awful pall!
THE KAISER.



Homes, Metropolis, Ill.





Timber and Tie Preservation

By E. H. Bowser, Superintendent of Timber Department

IN the past, numerous processes have been used for preserving timber by the injection of liquids which had anti-septic value, or those which filled the pores of the wood so as to prevent the absorption of water.

Of the various liquids that have been tested there are at the present time only two in general use, namely, creosote oil, and a solution of chloride of zinc.

Creosote oil is derived from coal tar which is a bi-product of the distillation of coal in closed retorts. This coal tar is obtained from gas plants which use coal for making gas or from plants making coke in closed retorts so that the bi-products may be obtained.

After some of the oils with a low specific gravity are distilled from the tar and the most of the tar acids are taken out, there is left the creosote oil used in preserving timber, and hard pitch.

The tar is divided about as follows:

Light liquids and acids	10%
Creosote oils	30%
Pitch	60%

This proportion varies somewhat in different coals.

There is no real "creosote" in creosote oil as creosote is a product distilled from wood and creosote oil is misnamed, due to the fact that the first chemists mistook carbolic acid in the oil as being the same as creosote derived from wood, but the name for this preservative oil has been so long in use that it has not been considered advisable to change it.

Of the two preservatives, creosote is superior to chloride of zinc but the difference in efficiency between the two grows less in cold or dry climates.

On the Illinois Central Railroad it is the rule to use creosoted ties of pine, red oak, and soft woods, South of Carbondale, Ill., and zinc treated red oak and soft wood ties North of that latitude.

Before the war, all pine ties on our road were creosoted and used anywhere on the system, though most of them were used in Southern territory. Since the war, on account of not being able to get oil from Europe, we have quit creosoting ties. Practically all of our creosote oil was obtained from Europe before the war, this country furnishing about a third of the supply used in the United States.

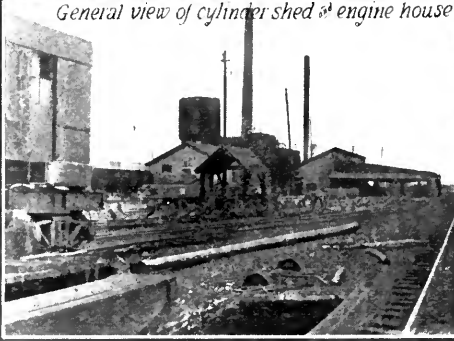
All of the ties and timber we use are seasoned before treating. Loblolly pine ties and soft wood ties should be seasoned from three to five months. Red oak ties should be seasoned from ten to twelve months—ten months in the South and twelve months North of Memphis.

Most of the ties are seasoned on the right of way. When ties are sent to the plants at Carbondale, Ill., and Grenada, Miss., not fully seasoned, they are piled at these points for further seasoning.

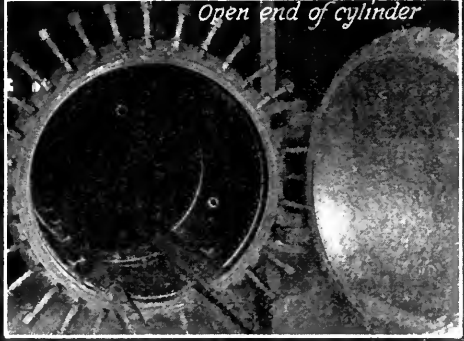
After the material is seasoned it is placed on steel trucks with curved standards on the sides, having a curved rod fastened to their tops. In this way the pieces to be treated are held in a circular form so as to fill the cylinder as closely as possible without interference.

When the trucks are loaded, enough of them are put together to fill the cylinder from end to end as nearly as possible. There is a track in each cylinder of the same gauge as the tracks upon

General view of cylinder shed & engine house



Open end of cylinder



Lumber for treatment



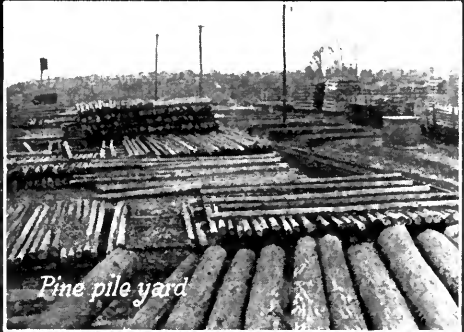
Treated ties ready for shipment



Pine pile yards



Pine pile yard

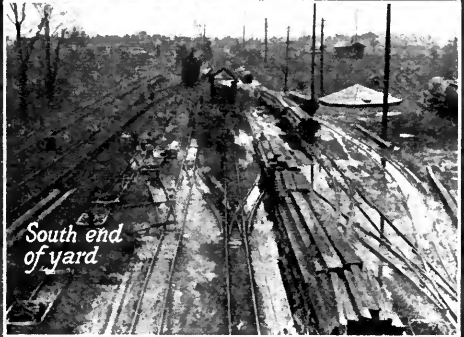


Creosoting Plant, Grenada Miss.

*North end of yard.
Ties loaded on
Tram cars*



*South end
of yard*



which the trucks are operated in the timber and tie yard. These trucks loaded with the material to be treated are run into the cylinders by means of a snatch block in the far end of the cylinder through which is passed a wire rope. The wire rope as well as the trucks are, of course, in the cylinder during the full treatment.

The cylinder are six feet two inches internal diameter and about one hundred and thirty feet long, with doors equipped with heavy hinges and fastened with about forty heavy bolts. There is a groove around the outer edge of the cylinder flange which contains an asbestos gasket so as to make the cylinders steam and air tight.

There are two methods of creosoting used in treating the material on this road. The Full Cell or Bethel Process and the Empty Cell or Rueping Process.

Timber and piling are creosoted by the Full Cell Process and the ties are creosoted by the Empty Cell Process.

In the treatment of piling, after the load has been put into the cylinder and the door closed, steam is admitted and the pressure is increased until the steam gauge registers 20 lbs. pressure. The pressure is held at this figure for five hours from the time of admitting the steam. Then this steam is blown off and any condensed steam in the bottom of the cylinder passes from the exhaust at the bottom. A vacuum pump connected with the cylinder is then started and 24 inches is produced in about fifteen minutes and held at this gauge for an hour from the starting of the vacuum. Then with the load in the cylinder under this vacuum the oil is admitted by gravity until the cylinder is full of oil, heated to about 180° Fahrenheit. When the cylinder is filled the oil pressure pump is started and the pressure of the oil is raised to 125 lbs. per square inch by the gauge, and this pressure is held until the record of the amount taken from the cylindrical tank from which the oil is pumped, shows that 18 lbs. of oil per cubic foot has been injected into the piling, the cylinder being gauged and the cubic contents of the load having

been calculated so the amount of oil to produce an absorption of 18 lbs. per cubic foot can be calculated.

After allowing a short time for the oil to drain from the timber, the load is withdrawn by the wire cable and loaded with traveling derricks into cars.

Timber is creosoted in exactly the same way except only 16 lbs. of oil per cubic foot of timber is used. It usually requires about three hours to inject the oil.

When, on account of emergency, it is necessary to creosote material that is not fully seasoned, a longer steaming and vacuum period is used and it generally requires a longer time to inject the oil.

For creosoting loblolly pine ties, the Empty Cell Process is used, the operation being as follows:

After the ties are inclosed in the cylinder, air is pumped into the cylinder until a pressure of 75 lbs. is reached. As soon as this amount of pressure is shown by the gauge, the oil heated to 180° F. is run by gravity into the cylinder from an inclosed tank, in which the air at the top of the tank has been subjected to the same pressure as the air in the cylinder. When the cylinder is full of oil the pumps are started and a pressure of 175 pounds is obtained. This gives a residual pressure of the oil over the 75 lbs. pressure of the air, of 100 lbs. which forces the oil into the pores of the wood and presses the air to the center. Some of the oil passes by the air so that in nearly all cases the sap wood of pine is thoroughly treated, and as a very large proportion of our ties are loblolly pole ties, this treatment is very effective. After holding the oil pressure for three hours and 20 minutes the pressure is released and the expanding of the compressed air behind the oil blows the excess oil from the pores, leaving the walls of the cells practically painted with oil.

After the oil has been drained from the cylinder a vacuum is applied and more oil is brought from the wood and when this vacuum is released most of the oil on the surface of the wood is

“drawn” into the cells, leaving the ties in a better condition for handling.

We get about 20 lbs. of oil per cubic foot into the ties by this process and then recover about three-fourths of this oil, leaving on an average about 5¼ lbs. per cubic foot. This amount, reaching practically all of the sap wood, is enough to preserve the tie longer than it takes the tie to wear out when well protected.

In creosoting red oak ties, all of the sap wood should be thoroughly treated, but in most cases the heart wood is treated in spots. Where the grain is straight practically all of the oil that goes into the heart is from the end of the tie.

Not nearly so much oil can be put into the oak ties as in loblolly pine ties, nor is nearly so much recovered. We manage, however, to leave in oak ties about the same amount as in pine.

The heart wood of pine, red gum, and some other woods, do not receive much creosote oil except in the ends of the ties.

Treatment with Chloride of Zinc :

We treat all long leaf timber for the deck of open deck bridges with chloride of zinc. This treatment, in addition to giving the heart wood slightly longer life, gives the sap wood a very much longer life and is more economical than getting all heart material.

For pine ties, now being treated with zinc chloride, on account of the shortage of creosote oil, we use a 2% solution of the chloride—that is, the solution is 98 parts of water and 2 parts zinc chloride.

We inject enough liquid to give one-half pound of the pure chloride per cubic foot of timber. Pure Zinc chloride is white like common salt, and when material is treated with this solution in cylinders that are never used for creosoting, one could not tell whether the tie is treated or untreated, any more than if it had been wet with water and afterwards dried.

When, however, it is used in a cylinder alternately with creosote oil, the washings of the cylinder by the chloride solution causes the ties to become stained with creosote, and it must be understood that this black stain is not a part of the treatment, but is incidental to it.

One of the cylinders holds about 600 ties 6x8-8', 18,000 feet B. M. of lumber or 12,000 feet B. M. of piling.

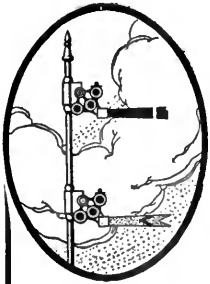
In a normal year our treated and untreated ties average about as follows :

White Oak, untreated	420,000	15%
Red Cypress, untreated	140,000	5%
Red Oak and Soft		
Wood, treated	700,000	25%
Loblolly Pine, treated	1,540,000	55%
	2,800,000	100%

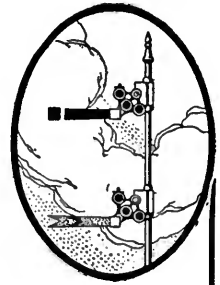
All of the timber and piling is seasoned in the plant yard in open piles. It requires about four months of good seasoning weather to prepare this class of material for treating.

Practically all of the framing of timber for creosoting is done at the plant before treating.





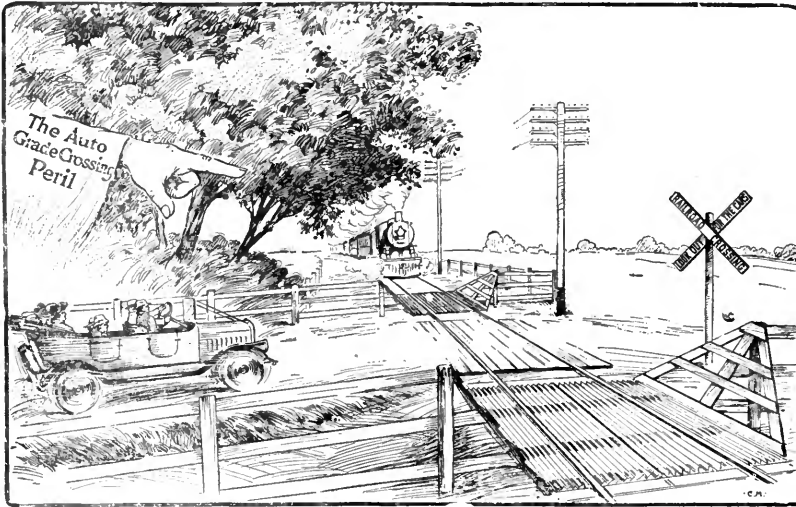
SAFETY FIRST



Stop! Look! Listen!

The train approaching this crossing sounded two long and two short blasts of the steam whistle which can be heard distinctly a long distance, in any event, sufficiently to avoid an accident if the parties in the car will only **STOP—LOOK** and **LISTEN**.

Every person that was ever within hearing of a Railroad knows that this signal is given to them as a warning, and should not attempt



to cross over the track until train has passed. When crossing over more than one track and a train has just passed, **STOP—LOOK—** and **LISTEN** to see if there is a train approaching from opposite direction.

People walking and drivers of any kind of a vehicle should never disregard a crossing watchman's signal.

When crossing gates are in service, be sure of their position before attempting to cross the tracks.

STOP! LOOK! LISTEN!

*"There is nothing men are so fond, and withal so careless
of, as Life."
—Bruyere.*



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

Flies—Menace to Public Health

WITH the onset of warm weather and the resulting fly season it becomes opportune to interest ourselves in this important subject. At one time flies were thought to be merely a nuisance, but Science, searching for the causes of the diseases that afflict mankind, discovered that flies were carriers of disease germs and therefore responsible for the transmission and spread of many diseases. This is naturally true more especially during the summer months when the flies are most vigorous.

In the interest of health, therefore, it becomes important to devise means of eliminating flies or reducing their numbers by as many millions as possible. Proper screening of houses and buildings, with necessary attention given flies that force their entry in spite of the screens, is of great importance. However, the greatest safeguarding of health lies in the prevention of the breeding of this pest. When it is realized that the progeny of a single fly number more than a million during a single summer season it is readily understood that a systematic effort to keep the eggs from hatching will accomplish more than efforts in any other direction.

Experts state that 98 percent of the eggs are laid in stable manure and 2 percent in garbage and filth. The period of incubation (that is, the time it takes the eggs to hatch) is ten days. Among the methods of prevention which have been demonstrated to be of practicable value are the burying of the stable refuse in the

ground each day, and also the placing of the refuse in pits so as to make them inaccessible to flies. Another method is to sprinkle borax around the outer border of the manure or to make a solution of borax, using two pounds of borax to three gallons of water, and sprinkle it around the outer edges of the manure. If the flies are deprived of their breeding places a decided improvement is noticeable within a few weeks.

The fact that millions of flies were killed last summer in the "Swat the Fly" crusade, although of immense benefit to mankind, does not guarantee a flyless community this season, inasmuch as the flies breed so rapidly. What is needed now is to follow up the fight against the survivors and their progeny. A flyless community will come chiefly as the result of springtime work and there is no time like the present to begin such good work. The campaign should be begun as follows:

Watch for all flies, especially the big blue-bottle fly that is the first to appear, as they are very prolific. Kill as many of the early flies as possible. Also clean out all the trash from the cellars and yards; and above all screen all stable pits and thus deprive the fly of its most effective breeding places. Thoroughly screen your house and keep out all of the flies. This not only protects your home but prevents their propagation.

Rules for Dealing with the Fly Nuisance. Keep the flies away from the sick, especially those ill with contagious

diseases. Kill every fly that strays into the sick room. His body is covered with disease germs. Do not allow decaying material to accumulate on or near your premises. Screen all foods, and insist that your grocer, butcher, baker and everyone from whom you buy food-stuffs, do the same. Keep all receptacles for garbage carefully covered, and the garbage cans clean and sprinkled with lime, oil or other cheap preparations. Keep the streets and alleys clean. See to it that your sewerage system is in good order, that it does not leak, is up to date, and that it is not exposed to flies. Pour a little kerosene into the drains occasionally. This is very important. Burn Pyrethrum Powder in the house to kill the flies, or use a mixture of formaldehyde and water, using one teaspoonful of formaldehyde to one glass (four ounces) of water. This formaldehyde solution exposed in saucers with a little sugar around the edge will soon kill all the flies in the room. Burn or bury all table refuse. Screen all windows and doors, especially from the kitchen or dining room. If you see flies you may be sure that their breeding place is near by. Therefore look for some filth and clean it up. It may be behind the door, under the table, or in a cuspidor, but it must be someplace. If there is no dirt and filth there will be no flies.

Dont's for Flies. Chicago's Health Department has issued a circular containing the following Dont's aimed at flies:

- Don't allow flies in your house.
- Don't permit them near your food, especially milk.
- Don't buy food-stuffs where flies are tolerated.
- Don't eat where flies have access to the food.
- Don't forget to put your screens in early.

THE FLIES' REVENGE

(From the Buffalo News)

Ten little flies
 All in a line
 One got a swat,
 Now there are
 Nine little flies
 Grimly sedate
 Licking their chops,
 Now there are
 Eight little flies
 Raising some more,
 Swat, swat, swat, swat,
 Now there are
 Four little flies
 Colored green-blue;
 Swat (ain't it easy),
 Then there were
 Two little flies
 Dogged the civilian;
 Early next day
 There were a million.

Other Fly Truths. It is better to screen the cradle and wear a smile than scoff at the precaution and wear mourning.

Flies in the dining room usually precede nurses in the sick room.

Screens in the windows prevent crepe on the door.

Flies, as well as bad water, spread typhoid.

A fly in the milk may mean a member of the family in the grave.

A fly has natural enemies, the most persistent and effective should be man.

It costs less to buy a screen door than to get sick and lay off for a month.

It's a short haul from the garbage can to the dining table via the fly route.

If at first you don't succeed, swat, swat, again.

EMPLOYEES ARE REAPING THE BENEFIT OF THE HOSPITAL DEPARTMENT AND ARE VERY APPRECIATIVE OF ATTENTION RECEIVED

Mattoon, Ill., November 17th, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Hospital Department,
Chicago, Illinois.

Dear Doctor:

A month has passed since my operation in the Illinois Central Hospital at Chicago, and I want you to know that I am more than pleased with my present condition and am grateful for the services rendered me while there.

My operation was quite a serious one, and before going to the hospital I was skeptical about having it performed by Company Surgeons. However, I was so impressed with the thoroughness of my examination and the diagnosis that was made, that I had no hesitancy in placing my case entirely in the hands of the Hospital Department Staff. I certainly made no mistake as my recovery has been truly wonderful to me.

The Illinois Central Hospital at Chicago is the most complete institution of its kind I have ever visited. The doctors, nurses and other attendants are efficient and put forth their best efforts at all times. The food and its preparation is of the best and the service is excellent. You are to be complimented on the manner in which the hospital in general is conducted, and the efficient service rendered all classes of employes who find it necessary to come there for treatment.

The absence of discontented patients is the best recommendation I could offer to other employes who may be doubtful of receiving first-class attention. If all Illinois Central men could visit this hospital, if only for a few moments, they would be at once convinced that their monthly contributions are being used for a noble and worthy purpose and that they are getting more than value received.

I really cannot express my entire satisfaction and appreciation of the services I received. In the future I shall endeavor to show my appreciation in never losing an opportunity to speak good words, and lots of them, in favor of the Illinois Central Hospital and Hospital Department.

Yours sincerely,

(Signed) E. C. RUSSELL,
Train Dispatcher.



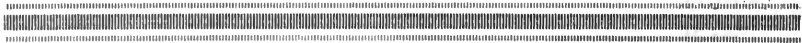
The National Surgical Dressings Committee Ask Your Assistance



THE NATIONAL SURGICAL DRESSINGS COMMITTEE has established a demonstration station in the large waiting room of the Illinois Central Station at Twelfth Street and Park Row. All employes of this Company are invited to lend their assistance in every way, as it is a worthy cause.

This committee gives impartial aid to all the allies and will deeply appreciate contributions of money from men and a few hours work from women. A bandage made or money given may save the life of one of our boys.

An instructor is in charge from 10 A. M. until 5 P. M. and will be glad to teach beginners the rudiments of the work.



Passenger Traffic Department



Little Talks with the Rambler

Service Notes of Interest

A LITTLE BROWN BOOK AND A DOG.

“WHIP, you surely are a fool dog,” said the agent of a small way-station as he bent over a beautiful specimen of a collie dog and, shaking his hand at him, pretended to scold; while the dog, sitting on his haunches and looking his master full in the face, seemed in no way perturbed except for a heavy panting, as though recovering from violent exercise. “Yes,” the agent repeated, “a fool dog. How many times have I told you not to go racing down the platform barking and tearing yourself almost to pieces trying to beat the fast through trains that whisk by here like a cyclone. That is,” he qualified, remembering the speed ordinance of the locality and being reluctant to admit any violation of it on the part of his beloved railroad even to so confidential a friend as his dog, “like a cyclone compared to your sprinting ability, even if they do slow up a bit when passing this present forlorn little but hoping - sometime - to - be-important station — which they don’t,” he finished in a changed tone of voice as though he did not expect the dog to hear it. “But Whip,” he went on, and this time there was anxiety in his voice, “you’re getting all worked up with excitement and out of breath isn’t the worst of it. If you want to be so foolish I don’t know as I

care as to that part, but what I do care for is that you should get under the wheels. If you’d only be content to skim along by the side of the train in the straight line you start on I wouldn’t worry so; but every once in a while you have to bounce and dance around, or swerve in as if you were trying to head or turn those trains as you would a flock of sheep. It’s then I expect every minute to see you get caught by the wheels. You snap around so, like the end of a cracking whip, that for little flashes I don’t believe you know where you’re at yourself, and if you don’t quit it with these trains the wheels will surely get you some day. Pity you couldn’t have a flock of sheep to play with around here. Oh, but you are well named,” he concluded, “for you are a regular whip-snapper on occasions.” And as the agent made this last remark his scolding mood seemed to have passed, if he had been scolding in reality, and he turned and went into the station, the dog following him, jumping up and dancing about him with friendly barks as he did so.

A few minutes at his telegraph instrument seemed to finish all the work the agent had to do for the moment; for, after closing the key he looked over his table, glanced at one or two circulars which bore marks of not being new to him, and then, after looking about his

little room as if to recall anything he might have forgotten, if such there was, he went out through the waiting room to the platform again. There he seated himself on a crate that was standing under his open office window and reaching down into his side pocket he brought out a pipe and a tobacco pouch. The dog, who had followed him in calmer mood than had been his but a short time before, seeing his preparations for a smoke, settled himself down at the agent's feet, his dog knowledge telling him that there was a period of rest coming for both of them. The pipe was finally loaded and lighted, during which process Whip had evidently made up his mind for a nap, for stretching himself out and cuddling his head between his extended forepaws he closed his eyes and settled down with an air of perfect relaxation. For a while the agent puffed vigorously, until assured that the pipe was going well; after which he took its stem from between his lips long enough to glance down at the dog and remark, "Whip, that was number three that just went by." The beast evidently did not care what train it was that he had chased, for he made no stir; whereupon his master addressed him further, saying, "That was a Pacific type engine that was drawing her. It has, has the engine, a superheater, and cylinders 26 by 28 inches. It is an eight wheeler and the diameter of its drivers is 75 inches. The engine weighs two hundred and seventy-eight thousand pounds, or one hundred thirty-nine tons; and, believe me, Whip, she can make speed and is some puller."

As he was saying this he had taken from his side coat pocket a long, narrow, brown covered book, from which he seemed to be reading the statistics that he had rattled off. "How did I know about that engine?" he continued, as he glanced down at the dog without apparently noticing the latter's manifest inattention. "By its number," he continued, of necessity answering his own question. "It is all down here in this little book, you see," and he tapped the pages of the book he held in his hand as he turned some of them, he in the meantime going

on with his talk, saying, "I could also tell you a lot about the equipment on that train if I could catch the numbers, or names, on the sides of the cars. It's all down here, you see—the different kind the company owns, and how many freight cars and passenger train cars. Take the passenger train cars, Whip, and let's see what it tells about them. Most everything, I reckon, that an agent, and others, might want to know in connection with his business; and then some," he added with a smile. "Throwing out office and one or two other special kinds of cars as not being of especial importance to our knowledge (except to know that such exist and be able to identify them when we see them) until we climb higher in the service, you and me, Whip, there's a bigger list of the various kinds than we would come in contact with in years. But the little book here brings them, in a way, all to us at once. It tells us the list includes mail and express, postal, baggage and express, baggage mail and smoker, baggage and smoker, and express refrigerator for one group of cars. Then, coming to those carrying passengers, we have the suburban coaches and smokers, which I confess doesn't interest me much, away down here as I am, so far away from any suburban service. So, Whip, we'll pass on to the road coaches (think that's what they call them, although they're only listed as 'coaches') to the miner cars (they are old coaches especially fitted up to carry miners to and from the mines, the superintendent told me when he was here the other day) to the smoker and excursion cars, the motor cars, compartment coaches, chair cars, parlor cars, observation parlor cars, observation club cars, parlor and sleeper cars, dining cars, cafe coaches, cafe club cars, and buffet library cars."

"Whip!" he said suddenly, in rather a petulant tone of voice, at the same time giving the dog a poke with his foot, "Whip, are you asleep?" He evidently regretted the mild kick he had bestowed on the faithful friend and companion lying at his feet, for he instantly followed it by running his foot in soft ca-

ress over the dog's back; whereat the latter changed his position by half rising, giving himself a deliberate stretch and then lying down again. This time, however, the canine flopped over flat on his side with legs extended; in which "comfy" position (for a dog) he seemed to drop off immediately into a sound sleep. The agent looked at him quizzically for a moment and then burst into a quiet laugh as he said to himself, "Don't blame you, old scout. If anyone should, by accident, happen to drop around here at this time a day unbeknown to us and heard me telling these things to a dog they would sure think I was bugs. But it's so mighty lonesome hereabout for the most of the time that I have got to hear the sound of a voice, even if it is only my own. And you are surely such good company for the most part that I don't know why I should not talk to you. You see," he chuckled to himself, "I always have the best of the argument with you, for you never talk back. Leastwise, when I talk railroad to you. But you surely do have a way of talking sometimes," he added, "when I get agoing on things that dogs such as you like; or you want to let me know something. However, let's go back to the little book and see what more there is about those passenger train cars. I've just run through the list so far, but just notice on the pages here, Whip, how in condensed form there is a lot more told about them. Whether they are of wood, of steel, or a part of each. Whether vestibuled, wide or narrow, or whether non-vestibuled. Then it tells their lengths, their baggage and mail capacity in lengths and breadths, and in case of cars for passengers their seating capacity, and finally the kind of light and of heat that each one has. Of course there is also in the little book a similar classification of freight cars, but you and I, Whip, are not particularly interested in those. I would, however," he added reflectively, "like to have a whole freight car set off here some time to loan instead of taking off and putting on a few small packages from and to the local freight. But as a whole I don't think I am built so much

on freight lines as I am on those of passenger train service. The few goods I do handle make my back ache. I opine I am either soft or not heavy enough built."

"By the way," he said as he abruptly changed the subject, "when I was telling you about that engine that went by I might have mentioned that the little book also has the list of all classes of engines that we have on the road. I know what class pull the locals that stop here every day and some interesting things about them because I have looked them up here from their numbers. Now here's another thing of interest. In case I should ever have a freight car set out here for a load I would know by these biggest and smallest load clearance diagrams whether it was the right sized car to send out to its destination. That is," he qualified, "provided I knew the bridges and tunnels between here and there—which I don't. This last he said in a laughing aside as he turned to more pages in the book. Finally, after an interval of silence, he broke out with: "But speaking of engines again, there is another little item in the book that seems interesting and must be mighty useful to the Operating Department. That is, where all the turn tables are and their length. "I reckon from this," he sort of soliloquized, "that putting together what is shown in here about the turn tables and about the engines that the two work together, so that it is known one from the other what engines can be used on a given division, or for certain work on a division."

"All this is not so interesting as it might be, is it Whip?" he continued as he turned some more pages. "Still, it's worth knowing as a part of one's railroad education, although I reckon it's greatest use is as a matter of reference in case of need. One ought, however, to at least know that such information is here and how to get at it in an emergency. But here's something that is interesting to you and I. Something that broadens the mind by carrying it out over a big portion of the great Mississippi Valley. Into the country, Whip, where perhaps you and I would like to

room. It's a list of track connections, showing at what station all over the system we have track connections with other roads, and giving the name of the roads. Again there is another list here of a similar nature, showing freight connections and junction points, arranged alphabetically so that if we had that car to send off, Whip, and the man who wanted it said it was to be forwarded to a certain point on a given railroad, we could find out at once whether we had connections with that road, and if so, between the two lists, from what point on our line it would be turned over to that road."

"There's my telegraph call, Whip; time to be stirring, I guess," and taking up his pipe, which had long since been exhausted and was lying on the crate, and putting it into his pocket after first knocking the ashes from it, he started for his office. The dog, who had seemed to hear his call as quickly as the man had himself, followed with a wagging tail, seeming to indicate thereby a relief at having something to do beside listening to his master's tirade; for so quickly had he responded to his master's movement that it might be a question as to how sound had been his supposed sleep.

"That was—Whip," said the agent as his work at the key was finished and he shut off "a joint agency station, and that reminds me," he said, as he leaned up against the door and looked down at the dog, who was in an expectant attitude, as if awaiting his master's next movement; his air and manner clearly indicating that he would prefer it to be something lively instead of mere talk. But Whip was doomed to disappointment as to the latter, for the agent, with a laugh, said, "that reminds me of a story that Mr. Rambler told me once about a joint agent. He, the joint agent, was at a Union Station in a considerable city, and one day he received a telephone call from a theatrical man, who said, 'Come down and see me right away. I have a movement I want to have made over your road.' 'What road?' was the response. 'The X—— road, you are its agent, are you not?' 'Yes, but I am pretty

busy this afternoon, drop over and see me, will you?' 'No, I won't,' was the quick answer, 'I'll take the bunch over the Y——, and he hung up. A little later the telephone rang again and the same voice said, 'Are you the agent of the Y——,' and he hung up. A little and see me, I have a theatrical movement I want taken care of.' 'All right, I will be very glad to take good care of it, but I am pretty busy this afternoon and will have to ask you to come over and see me about it.' 'The —— I will! I'll send over the Z—— road,' and again there was a mutual hanging up. This was soon followed, however, by a third call and the same voice inquiring 'Who is this?' 'Mr. So and so' was the reply. 'Are you agent of the Z—— road?' 'Yes, what can I do for you. Have you a company to be moved? If so, I will be very glad to have you come over and we will arrange matters.' 'Say!' said the voice at the other end, 'you say you are agent of the Z—— road?' 'Yes!' 'Who is agent of the X—— road?' 'I am.' 'Who is agent of the Y—— road?' 'I am.' 'Well,' came the quick response, 'I will be over in half an hour!'"

The agent laughed softly to himself as he stroked the dog and playfully roughed him for a while, much to the latter's delight, and then he again glanced over his office, as if to see if there was anything there for him to do. There seemed to be no work for the moment, but his eye rested on a copy of the "Right Way" magazine that his old chief had sent him by mail; for this agent had received his first training at a larger station and was supposed to have been promoted when he was given charge of the one that he now was responsible for. As his eye fell on the magazine his countenance lighted, and taking it up he settled himself in his chair and opened it at a marked article therein, saying as he did so to the dog, "Come and sit beside me here, Whip, here is something funny that —— sent me; as a reminder, I suppose, of the days when I learned telegraphy under him. It doesn't describe me or my career, however, you just remember, Whip. How

ever, it's by D. A. Pritchard, who has written about the early experience of the way station telegraph operator, and it strikes me as being rather good. Now listen, Whip. Don't go browsing so all over the office. Sit down here. I will be through in a minute," and in a semi-comic vein he read aloud to the dog the following:

"Many of you can no doubt recall having begun your railroad career as office-boy for some local agent. Your next ambition was to become an operator. You first learned the familiar click of the sounder which was the call for your station; then the agent let you rig up an old key and sounder, with the usual glass jar, crow's foot and copper buried in water and blue-stone as generating power for your sounder. Then the kind-hearted agent, at spare time, began teaching you how to hammer brass. In a few months you could catch a word or so on the main line wire when someone was sending on low gear, and thereafter you grew happier and began to feel your importance as a railroader. Finally you become a pretty fair "Ham," and as operators were a little scarce, the Train Master offered you a place as night operator at an unimportant station at a salary of \$35 a month to "OS" through trains and watch the switch lights. Although yet in your 'teens, a jump from ten to thirty-five per month causes your chest to bulge out like a carrier pigeon. Cigarettes, your former luxury, appeared too cheap, and you cast them aside for a full-grown cigar, and with this planted in the right side of your biscuit chopper, you found great pleasure in strutting around the depot about passenger train time. You can also recall the time you went on that hunting trip and failed to get sufficient sleep during the day, and slumbered so soundly upon the office table that No. 39 had to blow vigorously for your clearance signals. It was a cold winter night; your stove had gone out and you were so cold and stupid, as well as frightened when you roused up, that in your wild rush for the semaphore cord you fell over the wooden cuspidor and skinned

your knee, but managed, by close margin, to let 39 by, even if you did hear the engineer cussing as he passed your station window. You also remember the time when the Division Superintendent and other big ones came down to help clear the big wreck near your station, and that telegrams were coming in so fast that your hair stood up and juice rolled down your cheeks, and to make matters worse for your tender nerves, a locomotive which had stopped right in front of your office window was popping off steam every few minutes, while a half dozen engineers were standing over you, bellowing like bullocks for orders to move on. Last, but not least, you also recall the dark, rainy night the tramp rapped on your window and asked you to let him come in and warm. You, of course, had orders to keep tramps out of the office, and when you refused to let him in, he replied: "All right, you're fellow, if you stick your mug outen there tonight, I'll fix you." You had a single barrel 32 caliber pistol loaded with a cartridge you had already tried to shoot, and this was the extent of your field artillery and you didn't know how many tramps were outside ready to pounce upon you the minute you stepped out to get the "O.S." report of some passing freight. However, many of you who recall those exciting days of early railroad work managed to escape the threatened vengeance of the wily tramp and have worked your way onward and upward to a good position in the service, and no doubt attribute some of your success to the knowledge of telegraphy."

On finishing the agent threw the magazine aside and went out and walked up and down the platform, apparently for exercise, while the dog followed, dancing and barking around him as though urging him to an out and out frolic. But the agent seemed to be in somewhat thoughtful mood, and finally went and sat on his crate again, taking from his pocket as he did so the little brown covered book. After running through its pages he again addressed the dog, saying, "Don't be so

restless, Whip. Bye and bye we will lock up and start home to dinner, and then you will have a great time chasing things along that country road; but in the meantime let's see what more we have got in this book. And Whip," he added, "I think we will come to something that will interest even you, because it will suggest the outside world. Of course, I refer to the stations of the system, alphabetically arranged and also shown by divisions. Let's take any place here under the divisions; for instance, ——— station on the ——— district of the ——— division. It looks first off like a mere record with figures on one side and the agent and station on the other. But we'll go deeper than just looking at the station name. Now we'll follow out the figures, Whip. First they tell you the station has 1,600 inhabitants, and right off you begin to get a notion of what kind of a town it might be. Leastwise, it suggests that it is no burg like the one we are in. Then in the next column you see that it has a siding with a clearance length of 21,000 feet. That with what has gone before suggests some business possibilities, does it not? It would naturally follow that such a station would have a telegraph, so there is its call, a 1 then finally there is its station number. Just think, Whip, how much easier it is to write one, two or three figures on the side of a car, or on a card, than it would be to write out 'Bogglesville' should that happen to be the name of the station to which the car is consigned. Hence, among other reasons, those station numbers. Then note that little black star, Whip, which means that baggage can be checked to that station; which of course would be expected in view of what we have found of it thus far; but if you will glance down the page and over some of the following pages you will find that there are lots of stations with that star left off the station; where the population is shown to be so small that you would question your ability to check to some of them but for the help of that star. Now look at that little flat cross to the right of the station. That means, you will find it stated on page 9 (and he

turned back until he found the page mentioned) that at the station so marked they have interline tickets, that is, tickets reading over your own and foreign lines, instead of only the local tickets that we have here. The station where I began was an interline ticket office.

"But you will notice, Whip, while we are in this part of the book studying out the road and stations, that the system is not only divided into so-called lines, such as 'Northern Lines,' 'Western Lines' and 'Southern Lines,' but that each of these is divided into divisions and districts. Divisions are of course the largest and more easily remembered, but a district of a division becomes to be almost a matter of local knowledge. But you and I, Whip, not having enough to do, want to devote our spare time to learning the road as thoroughly as possible. So I am sure you will be glad to know that here is a page on which those districts are not only alphabetically listed, but the list tells between what stations a district is, and the page of this book where it will be found in its proper relation to its division."

He ceased talking for an interval, during which he placed the book beside him on the crate, took out his pipe, loaded and lighted it and watched in dreamy contemplation the puffs of smoke he emitted from his lips; in which performance he momentarily amused himself by essaying to make smoke rings, albeit it without much success. Next he leaned over and, taking the dog's head between his hands, shook the latter playfully from side to side, to the evident discomfiture of the dog, who tried to back away from him, although wagging his tail in evident appreciation of even that much personal attention. Finally, after drawing the dog up closer to him and examining its fur critically as to the dog's apparent condition, he let the latter go and took up the little, brown covered book again, saying as he did so: "But the best of it all, Whip, is in this alphabetical list of stations. With it one can travel in imagination over a wide range of territory. Furthermore, it offers no excuse for even dub joint agents like

you and I (and he laughed softly to himself at the conceit of he and the dog being joint agents) being ignorant as to the location of any station on our system. Suppose now that 'Whiskers,' that's what they all call the old farmer down below here that has summer boarders—suppose Whiskers had someone come to stay a week at his house (somehow they never stay more than a week) that lived away off in another part of the country, and then suppose that when he got ready to go home he would come and say to me, 'I want a ticket to ——— station.' Perhaps I never heard of the station before, but if he told me it was on the Central, or the Valley road, I just go to the book and run down the alphabetical list and promptly find it listed. Of course I might just make out a ticket reading to that point and let it go at that; but I would be pretty dumb, I reckon, if I wasn't interested to go further while I was about it and see that it was in Mississippi, in such a county and on such a district of the road. Furthermore, I see in the same glance, in a column under 'station number,' some letters followed by figures. Following these up on page 9 I find that the combination tells me its location down a little finer; that is, that it is so many miles from a given junction point. Then going back in the alphabetical index I find in a column that the station is shown in its proper place in division and district on a given page. Turning to that page I get the whole story of the station—how big a town it is in the matter of inhabitants, the clearance length of its siding (if it has one, and most of them do), whether it has the telegraph or no, whether or not it is an interline ticket office, and whether baggage can be checked there; also whether it has one or two agents or none. Oh, it is a great little book, Whip, is this 'Official List,' as it is called. Especially to lonesome folks like us; but it ought to be mighty valuable to those more busy and who have to know right off the bat a heap more than we do. I reckon it ought to be to us agents something like that black book that I noticed our engineers always carry around in their

pocket. Of course it is nothing like that book that Father Mooney, who comes here every Sunday, is always reading while waiting for the train. You know what book I mean, Whip; but it may be that it wouldn't do any of us harm to know its contents as perfectly as the Good Father does the contents of his book."

The dog showed signs of extreme restlessness, and finally began running in short excursions around and about the station, but always came back very quickly to his master and looked up at him as much as to say, "Don't you know what time it is? It's time for us to be moving." The agent finally noticed this and arousing himself from an apparent fit of engrossment closed the book, saying, "Of course, Whip, there is a lot more in this little book that I have not told you about. Such as the list of officers, attorneys and surgeons. But you are right, I guess, it is time to lock up. Jove! It's twenty minutes after the time," he added as he looked at his watch; so closing the window and locking his station door, he started off on a run with Whip joyously bounding and barking after him.

"Some camouflage that, Rambler," said Snap Shot Bill, who had been one of a little group that had listened to the Rambler as he, in somewhat jocose mood, had told this story of "A Little Brown Book and a Dog."

"Maybe so, maybe so," was the Rambler's ready response to Bill's implied challenge, "but if so, it serves a good purpose, doesn't it? A fairly good hint, isn't it, that the 'Official List' is a useful book, and that an intimate acquaintance with its contents is worth while? What do you say, Slim?"

Slim, who was of our number, and who since being taken off from soliciting had been selling tickets, evaded the direct question by remarking, as after consulting his watch he started off, "Gee! I don't believe I'd feel so worse if about now I could turn the key on a ticket office door and run off for a frolic with a good, lively dog."

Service Notes of Interest

The collector of customs of the port of New York has, under the provisions of the trading with the enemy act and the espionage act, issued a circular of instructions for persons intending to leave the United States by ships. The first three articles of the circular deal respectively with the limiting of baggage and articles carried on the person, the time of delivery of baggage not to be retained in the stateroom and the shippers exports declaration of articles of commerce. Article four reads as follows:

"It is unlawful for any person to send or take out of, or bring into, or to attempt to send or take out of, or bring into the United States, any letter or other writing, or tangible form of communication, except in the regular course of the mail. The penalty for a violation of this statute is a fine of \$10,000 or ten years' imprisonment, or both. In absolutely necessary cases a license to take or send such matter out of the United States, outside the regular course of the mails, may be granted upon application to the collector of customs at the port of embarkation, at least 72 hours before time of sailing. In case the letter or other writing, or tangible means of communication, is to be delivered directly or indirectly to an enemy or ally of enemy country, the application for a license shall be made to War Trade Board."

Articles five and six deal with carrying of printed or written matter, and of special articles, such as cameras, musical instruments, etc., while article seven touches on the subject of money as follows:

"The taking out of the United States or of its possessions, by travelers, of any amounts of money in excess of those specified below is unlawful: United States notes, National Bank notes and Federal Reserve notes, not to exceed \$5,000 for each adult. American silver dollars, Subsidiary silver coins and Silver certificates, not to exceed \$200 for each adult. Gold coin or Gold certificates not to exceed \$200 for each adult. The penalty for a violation of the above Statute is a fine of \$10,000, or two years imprisonment, or both.

The remaining four articles have to do with passports and the requirements in regard to baggage inspection and sailing day appearance. Among the items is this one of especial interest:

"Friends and relatives of outgoing passengers, or of the officers or members of the crew will not be permitted to enter the pier on sailing day. They should be instructed not to send any fruit, flowers, candy, cigars or other gifts to the vessel."

Z. G. Hopkins, Special Representative of

the M. K. & T. has an interesting article in "Our Monthly Message" on certain phases of the railroad situation, from which the following is extracted:

"American railroads may be said to have broken down under war strain, only if performance of an unexampled service and handling an unprecedented volume of traffic indicates a breakdown. Without material increase in facilities, American railroads during 1917 performed approximately forty per cent more service than they did in 1914, the first year of the war in Europe. During 1916 their gross business reached the highest levels in history, operating revenues being over half a billion dollars greater than they had been in any preceding year.

It was prophesied then that the carriers had practically reached the maximum of their capacity with facilities then available, but with our own entry into the world war the managements attacked anew the task of securing increased use of available facilities, with the gratifying result that practically every essential transportation need of the government was met without interference with the movement of normal commercial tonnage, or disturbance of the country's domestic trade. An idea of the tremendous volume of traffic moved by our railways in 1917 may be gained from the fact that the increase over 1916 alone amounted to practically as much as the combined annual traffic of all the railways of France, Holland, Belgium, Switzerland, Denmark, Norway and Sweden for either of the years immediately preceding the war.

Of all the countries that have entered the war, ours is the only one that did not, from the outset, restrict the uses of transportation facilities by citizen shippers and passengers. In every other country the practice was to keep everything else off the rails until military traffic and that pertaining to essential industries had been handled. Our railroads having carried a burden which the carriers of no other country were able to attempt without government aid, and even in the face of government restrictions, having provided service which enabled the American public, alone among all those at war, to nearly make effective the slogan, "Business as Usual," it is neither just nor truthful to assert that the railways broke down.

The importance of developing the superlative scenic regions of the Sierra in the only way they can be developed practically is tersely stated in the Report of the Director of the National Park Service to the Secretary of the Interior.

"This leads me," he says, "to the project which contemplates the addition of

the Kings River country, the Great Western Divide, the Kern Canyon, and about 70 miles of the very crest of the Sierra Nevada, including Mount Whitney, the highest mountain in the United States, exclusive of Alaska, to the Sequoia National Park. The proposition is called the 'Greater Sequoia' project. It stands at the very top of the list of meritorious park-extension projects, and we earnestly hope that Congress in its next session will enact legislation along the lines of Senator Phelan's bill (S. 2021), entitled 'A bill to add certain lands to the Sequoia National Park.'

"The mountainous area to be added is valuable for no purposes but those of a national park. There is practically no merchantable timber on the lands, and most of what is classed as merchantable is giant Sequoia timber that should be preserved for park purposes and not sold to lumber interests to destroy. There are relatively small grazing areas in this region, and some of the grazing land should be set aside for pasturage of tourist stock. Ultimately, it may all be needed for the visitors.

"By far the largest portion of the whole territory involved in the extension plan is a wild mountainous region of extraordinary grandeur, a tumbled sea of mountainous peaks from 12,000 to over 14,000 feet in altitude, with Mount Whitney as the climax of the whole thing; with hundreds of lakes, clear as crystal, beautiful beyond description, and many of them well stocked with trout; with great deep gorges that compare favorably with the famous Yosemite Valley, that were carved by the Ice King in the same manner as the Yosemite was chiseled from the solid granite; with raging rivers, great waterfalls and even glaciers; a region that is national park in character from north to south and from east to west, every foot of it."

Referring to the recent arrival of the great passenger steamer "Nieuw Amsterdam" of the Holland America Line, with 1,605 passengers, the Travel Bulletin of the American Express makes the following comment of interest:

"The steamer brought from Holland 631 first-cabin passenger, 612 second-cabin passengers and 362 third-cabin passengers. About 1,200 of these proceeded immediately to the Pacific Coast and took passage across the Pacific to the Dutch East Indies. Some 400 or 500 are actively engaged in Government service, such as engineers and highly skilled specialists. Many others were business men, with their families, who were returning from a sojourn in Holland to their homes in the Far East. The third-class passengers were, for the most part, immigrants proceeding to the far eastern part of the Dutch Empire for settlement

as farmers and laborers. A small minority will remain in the United States to take up their residence and to engage in business in this country.

It may be of some interest to those who have forgotten that Holland is something more than "a bit of land between the devil and the North Sea" to note that Holland itself ("The Netherlands" is the proper name, but little used in this country) is an empire and, like Great Britain, governs from a homeland of small area and population outlying possessions aggregating many times her own size. Holland itself has a total area of 12,648 miles and a population of six millions, but her empire outside herself covers 782,000 square miles and is occupied by thirty-eight millions of people.

This empire consists largely of a group of islands known as the Dutch East Indies, chief of which are Sumatra, Java, new Guinea and Borneo. Dutch Guiana is an important colony in the northern part of South America and it is Holland's one important possession in this part of the world.

The United Fruit Company reports considerable passenger traffic moving to Cuba, Jamaica, Central and South America, via their Great White Fleet.

The character of this business has changed during the past year. The Americans who are going South today are going for business primarily, and pleasure is the secondary object of their trips. One sees today on ships of Great White Fleet representatives of automobile concerns, food product houses, manufacturers of mining machinery and agricultural implements, drugs and chemical supplies, dry goods houses, and of almost every line of trade, as American business has grasped the new foreign trade opportunity in the firmest kind of way.

The business men who make up the passenger lists of South bound steamers are, of course, finding much more than trade opportunity on their trips, and there is a growing understanding of our Southern neighbors on the part of Americans generally. This is a promising sign for the future.

For years Americans have been taking cruises to the Southern Americas for the sheer pleasure and charm of the sea voyage, because of the romantic glamor of the Spanish Main, the lazy charm of the Tropics, and the quaint sights and interesting peoples.

No one knows how long the war will last, but as long as it does last, and after, American business will carry the spirit of the United States to the lands that border the Caribbean and American tourists will find a new pleasure and a new feeling of

"Pan-American patriotism" in visiting them.
—American Express Travel Bulletin.

Except for two national reservations made for the conservation of curative springs, says the National Park's Bulletin of the Department of the Interior, under the caption of "All for a Single Tree," the smallest national park is the General Grant. It contains only 4 square miles and was created to protect one tree.

But the General Grant Tree is worth a national park all to itself. It is a giant sequoia, and, next to one, is the biggest and the oldest living thing in the wide world. It is 35 feet through from bark to bark, and 264 feet high. It is not far from 4,000 years old. The one living thing that is bigger and older is the General Sherman Tree in the Sequoia National Park a few miles to the east; that is a foot and a half thicker and 16 feet higher.

The General Grant Tree is not the only sequoia in the little national park, however. It is the biggest of a fine grove of sequoia trees. The General Grant National Park is a spot of profound beauty. It is a wild garden of wonderful luxuriance, in which all the great trees for which California is famous attain their largest dimensions, and which is glorious in summer with the bloom of innumerable shrubs and flowering plants. It is a calm and silent place in which camping out is a luxury, for it almost never rains during the camping season.

Small though the park is, it has its many visitors. More than 17,000 people visited it last year, 2,000 more than went there the year before. More than 2,000 automobiles brought throngs into the park to do reverence to the mighty tree. This is no show place, where visitors whirl in and whirl out. Most of those who come come to stay a while. There is a public camp where one may stay as at a hotel, and there are hundreds of charming private camps.

At the annual meeting of the Hawaiian Research Association held recently in Honolulu, President Lorrin A. Thurston told how public spirit opened the way from Kilauea to the summit crater of Mauna Loa in the Hawaii National Park. The distance was thirty miles by way of the scene of greatest volcanic activity, the north east corner of the great crater.

Private subscriptions in Hilo and Honolulu yielded three thousand dollars, which was enough for the rest house but not enough to build the trail. So finally a company of the Twenty-fifth Infantry volunteered its labor and constructed an effective horse trail to Puu Ulaula, two-thirds of the way to the crater. It was at the end of this trail that the rest house was con-

structed. It contains cooking apparatus, beds and furniture for ten people, and stabling for a dozen horses.

The most vital part of Mauna Loa from both the spectacular and research point of view is thus made accessible, and no doubt means will be found to complete the trail, the balance of which has been located and partly constructed.—National Parks Bulletin.

Owing to unprecedented and unavoidable conditions for many weeks past in connection with the making and putting into effect various changes in passenger train schedules the folder situation of necessity became exceedingly uncertain. The latter is now, however, beginning to assume normal shape, in which connection attention is called to the fact that the big general folder of previous issue has been abandoned. In lieu of that so-called "red" folder, three local folders are to be issued, as announced in P. T. D. Circular No. 4844. The first of these, that of the Northern and Western Lines, is now out, and those of the Southern Lines and of the Y. & M. V. will follow in the immediate future. Agents are earnestly requested to observe carefully the instructions put forth in the circular mentioned as to watching the requirements in the matter of these various forms, to the end that all concerned be efficiently served, but without waste.

The Superintendent of Immigration, Department of the Interior, Ottawa, Ont., says the *Grand Trunk Bulletin*, advises that the Newfoundland Government has announced a passport must be produced, as a condition of entry, by all persons desiring to enter that Dominion.

In cases where British subjects, residing in Canada, desire to obtain passports they should make application to the Assistant Under-Secretary of State, Ottawa, Ont., sending with application two unmounted photographs, size 3x3 inches.

American citizens desiring to obtain passports should apply to the Department of State, Washington, D. C., therefor. Subjects or citizens of other countries will require official passports issued by the Government of the country to which they belong.

Misunderstanding has arisen in the past through some travelers erroneously regarding Newfoundland as a part of Canada, and others, as it is a British Dominion, have thought passports to be unnecessary.

The loyal support given the United States Food Administration by the Railway Dining Car Services, Hotels and Restaurants must be most gratifying.

As an illustration: The Railway Dining Car Services of the United States reported

recently to the United States Food Administration that during two recent months they effected the following savings in meats, wheat, flour and sugar:

Meats, 468,508 pounds, or over 234 tons.

Wheat flour, 238,098 pounds, or over 1,214 barrels.

Sugar, 25,699 pounds, or over 12½ tons.

These savings are the more remarkable for the reason that they were made despite an increase of 20 per cent in the number of persons fed in dining cars in October and November, 1917, as compared with the corresponding two months of the previous year.—*Clipped.*

Secretary of the Interior Lane announces that the national parks will be open to the traveling public this year between the following dates:

Yosemite National Park, Cal., May 1 to November 1.

Rocky Mountain National Park, Colo., May 1 to November 1.

Sequoia National Park, Cal., May 15 to October 10.

General Grant National Park, Cal., May 15 to October 10.

Mesa Verde National Park, Colo., June 1 to September 30.

Mount Rainier National Park, Wash., June 1 to September 15.

Glacier National Park, Mont., June 15 to September 15.

Crater Lake National Park, Ore., July 1 to September 30.

Yellowstone National Park, Wyo., June 25 to September 15.

The Great Lakes Transit Corporation have announced their passenger schedule for the season of 1918, with the first sailing from Buffalo to Duluth, June 20, 10:00 A. M., and the opening sailing from Duluth to Buffalo, June 24, 11:00 P. M., stopping en route to Cleveland, Detroit, Mackinac Island, Salt Ste. Marie, Dollar Bay (Michigan Copper Country), Houghton and Duluth. The fleet consists of the steel steamers "Juniata," "Tionesta" and "Octorara," which are now being redecorated and given a general overhauling, so that everything will be in readiness to receive the large business that it is expected will be routed via all water lines this summer.

"I would not argue. I never knew one person in my life that was convinced by argument. Discuss, yes; but not argue. The difference is this: in discussion you are searching for the truth, and in argument you want to prove that you are right. In discussion, therefore, you are anxious to know your neighbor's views, and you listen to him. In argument, you don't care anything about his opinions, you want

him to hear yours; hence, while he's talking you are simply thinking over what you are going to say as soon as you get a chance."—*Clipped.*

"Be an optimist," says a French soldier. "Don't worry over what's going to happen when you are drafted, because the things we worry most over usually never happen. A notice posted in one of our camps gives one a few points. It goes something like this:

"If you are of military age, either you are called to arms or not; if not, you need not worry. If called, you are either sent to the front or left in camp; if left behind, you need not worry. If sent to the front, you are either on the firing line or behind it; if behind it, you need not worry. If on the firing line you are either exposed to danger or not; if not, you need not worry. If exposed to danger, you are either wounded or not; if not, you need not worry. If wounded, you are either seriously or slightly wounded. If slightly wounded, you need not worry. If seriously wounded, you either recover or you die; if you recover, you need not worry. If you die, you can't worry. Cheer up!"—*Wall Street Journal Straws.*

The Grand Trunk Railway System announces the following changes in train schedules in and out of Chicago: Their No. 14, formerly leaving Chicago at 4:40 P. M. will leave at 5:45 P. M., and their No. 6, formerly leaving Chicago at 10:45 P. M. will leave at 11:45 P. M. The arriving time into Chicago of their No. 1 will be 9:20 A. M. instead of at 8:20 A. M., and of their No. 13 will be 11:45 P. M. instead of 10:45 P. M.

Harry E. Fahrenbach, rate clerk in the Passenger Traffic Department at Chicago, left the service on April 2nd to enter that of his country, he having enlisted in Base Hospital Unit No. 14. His organization left Chicago for Camp Custer, Battle Creek, Mich., on the third.

C. H. Foster, formerly District Passenger Agent at Pittsburgh, Pa., has resigned from the service.

I started out to raise some hens;
I first bought wire to make the pens;
(You need nice pens to make hens thrive).
Mine cost me forty twenty-five (\$40.25).

I bought eleven kinds of feed,
For fowls a large assortment need.
I bought cut bone and grains galore;
The bill was nineteen eighty-four (\$19.84).

Of course, hens need a chicken shed,
A place to sleep and to be fed;

Mine was a good one through and through,
And cost me sixty forty-two (\$60.42).

I wonder if hen farming pays;
I've had twelve eggs in sixty days.
The bills, of course, have been immense;
The twelve eggs brought me thirty cents
(30c.) —B.

From the *Busy East* of Canada.

After no end of research the *St. Augustine Record* has traced the authorship of the famous limerick concerning the curious customs of the pelican to Col. Harry Floyd, of Fort Pierce, Fla., says the *Macon Telegraph*. The verse, which has been printed in all languages, including the Skowegian, follows:

A singular bird is the pelican,
His beak holds more than his bellican
He puts enough in his beak
To last him a week,
But durned if I see how the hellican.

A Yankee, riding on a railroad, was disposed to astonish the other passengers with tough stories. At last he mentioned that one of his neighbors owned an immense dairy and made a million pounds of butter and a million pounds of cheese yearly. The Yankee, perceiving that his veracity was in danger of being questioned, appealed to a friend.

"True, isn't it, Mr. ——? I speak of Deacon Brown."

"Y-e-s," replied the friend, "that is I know Deacon Brown, though I don't know as I ever heard precisely how many pounds of butter and cheese he makes a year; but I know he has twelve sawmills that all go by buttermilk!"—*Erie Information Circular*.

An absent-minded bishop could not find his ticket after he had taken a seat in the train.

"Never mind," said the ticket collector. "It will do just as well at the next station."

But at the next station the bishop still could not find the ticket.

"Never mind," said the collector again; "it's all right whether you find it or not."

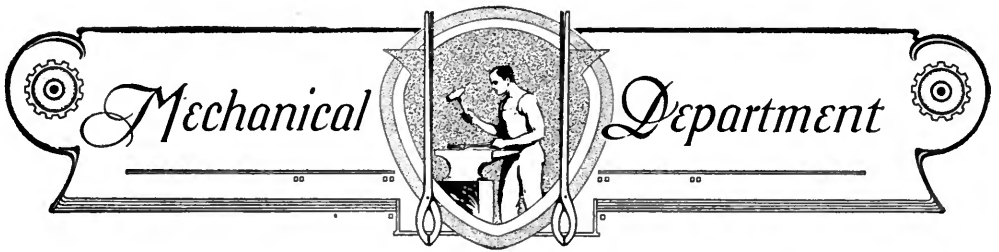
"No, it isn't," said the bishop, turning all his pockets out in his anxiety, "for I want to find out where I'm going."—*Clipped*.

"Two British sailors went into a restaurant in Salonica and asked for Turkey in Greese. The waiter said: 'I'm sorry, gentlemen, but I can's Servia.' Whereupon the Tommies shouted: 'Fetch the Bosphorous!' When the manager arrived he said: 'I'm sorry, gentlemen, I don't want to Russia, but you can't Roumania.' And so the Tommies went away Hungary."

To this from *Boy's Life* the *Chicago Evening Post* recently contributed the following caption "Hungry?" "Yes, Siam." "Alright, I'll Fiji."

Illinois Central Station, Metropolis-Ill.





Re-Claim at Waterloo Shop for the Month of January, 1918

By Henry L. Crowell

PERHAPS in the history of railroads there has never been a time when the need of saving is so imperative as it is at the present time, due as a matter of fact to the great crisis through which our country is passing. Sacrifices are being made in every line of industry in this great commonwealth. Factories and manufacturing concerns of all kinds are taxed to the limit of their out-put to supply the demand for the things which are needed to fight the battles that are to be fought and bring to a speedy and victorious end the present World War, the most gigantic in nature and of the most vital importance to all mankind that the history of the world has ever known.

The demand for material of all kinds has increased to such an extent that the idea can scarcely be conceived. Only a few months ago, material that could be bought from the markets on comparatively short notice, now requires several months advance notice before such orders can be placed with any assurance of delivery.

These increased demands for the manufactured articles, has also made a corresponding increase in the demands upon the source of supply of the crude or raw material. These conditions, existing as they do at present, and which no doubt will continue for years to come, have created a new condition which all lines of industry must meet. It means that all concerned must organize to the highest possible degree of efficiency and economy, and a saving must be made wherever possible.

Yesterday, vast amounts of worn, broken or second-hand material was discarded, being regarded as not of sufficient value to be used, but thrown into the scrap pile, is, today being made-over or repaired in some process of reclaiming and is being saved.

These conditions have been forced upon us with good results. The old saying that "Necessity is the mother of invention" is true and has proved its worth. Many simple and inexpensive devices have been worked out by which thousands of dollars worth of material, otherwise scrap, is being converted into serviceable material and is reducing the cost of expenditure.

The saying that "A dollar saved is a dollar earned" is true and can easily be applied to the reclaiming of material from the scrap pile.

The work of re-claiming old material can be done at any shop where a few simple machines can be installed, and the results will soon become known. What is being done in that line at the larger shops can be done at the smaller shops only on a smaller scale.

No matter how small the saving at any particular point or shop, this saving,

if effected at the different shops on the entire system will soon amount to thousands of dollars that would have, otherwise, been thrown away.

Imagine yourself taking a nickel out of your own pocket and throwing it away because you do not need it today, yet, this same thing is being done with numerous things, seemingly small, that could be taken care of in the reclaiming shop and made to serve the purpose of new material.

At the Waterloo shops a system has been organized with competent men to handle whereby everything that can be reclaimed and placed into service, is being taken care of. The foreman of each department is on the alert, and sees to it that all the material removed from his department finds its way to the reclaim shed, and is equally sure that they get credit for what they turn in, and at the end of each month a statement is given out showing how much each department has turned in, to what used to be the scrap pile, but now, being saved.

What is being done at Waterloo, can be done at any other general shop and to a smaller extent at all the other local shops if the proper system of handling was only instituted.

From the following statement showing the savings effected from only fifteen different divisions or classes of material, an excellent idea can be obtained as to the vast amount that can be saved if the proper care is exercised in its handling.

There are a great many other items that are handled through our re-claim department that are not shown here because they are handled in quantities and in a way that does not need to be especially classified, yet it is adding no small amount to our total saving at the end of the month.

Reclaim for January, 1918.

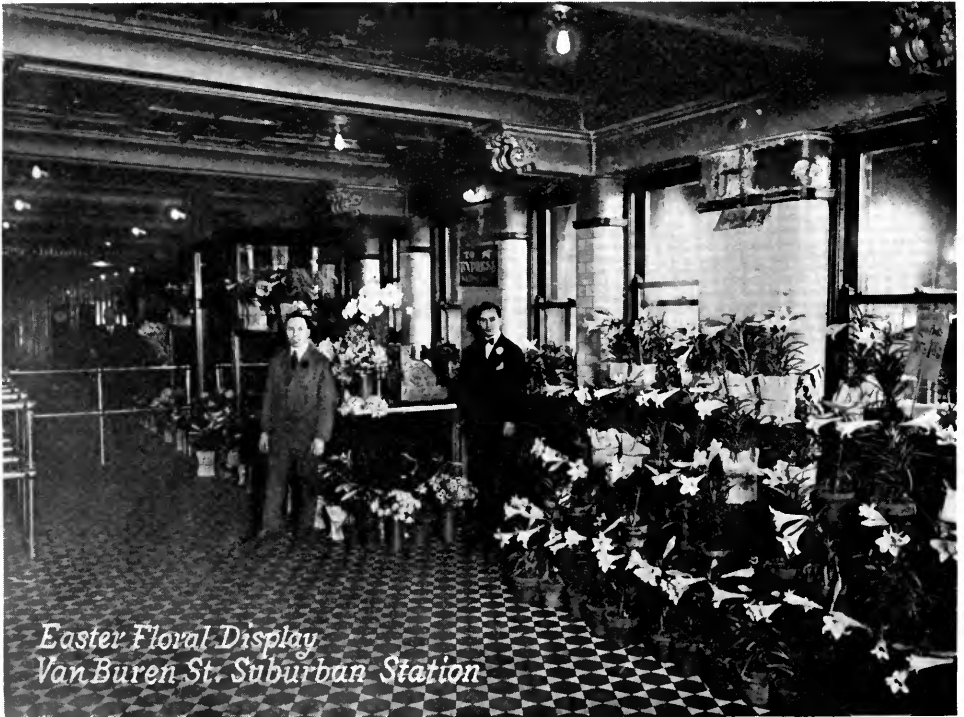
	Material	Labor	Cost	Weight	New Material	Profit
1 Bolts	\$ 480.00	\$ 32.00	\$ 512.00	\$ 320.00	\$ 1,280.00	\$ 780.00
2 Nuts	76.50	5.10	81.60	51.00	382.50	300.90
3 Washers	27.00	1.80	28.80	18.00	94.50	65.70
4 Brake rods and Com. Rd. Iron	795.00	53.00	848.00	530.00	2,782.00	1,934.00
5 Sill steps Bra's	48.00	3.20	51.20	32.00	128.00	76.80
6 Break Beams....	195.00	13.00	208.00	130.00	780.00	572.00
7 Couplers	360.00	24.00	384.00	240.00	1,320.00	936.00
8 Grab Irons.....	52.50	3.50	56.00	35.00	140.00	84.00
9 Running Board Brackets	39.00	2.60	41.60	26.00	104.00	62.40
10 Door Post Plates, Hang- ers, Guide Track	321.00	21.40	342.40	214.00	1,926.00	1,583.60
11 Switch Chains; All other Chains	105.00	14.00	119.00	140.00	1,120.00	1,001.00
12 Re - Enforcing Draft Gear.....	112.50	7.50	120.00	75.00	300.00	180.00
13 Brass	5,520.00	23.00	5,543.00	230.00	6,555.00	1,012.00
14 Brake Shoes and Keys.....	180.00	36.00	216.00	360.00	1,080.00	864.00
15 Coupler Pock- ets, Carrier						

Irons, Flat						
Iron	840.00	56.00	896.00	360.00	1,860.00	964.00
Total	\$9,151.50	\$296.10	\$9,447.60	\$2,961.00	\$19,850.00	\$10,404.40

Total Savings	\$10,404.40
Over Head Expense	499.02
Net Savings	9,905.38

Statement showing number of men engaged in re-claiming material under jurisdiction of Waterloo Shop for month of January, 1918.

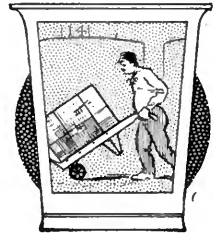
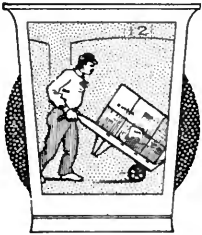
Number of men	No. of Hours per day	Total Wages paid men per day	Total Wages paid men per month	Number of days worked	Gross Value of material re-claimed	Net Value of material re-claimed
4	10	\$9.55	\$296.10	31	\$19,852.00	\$10,404.40



*Easter Floral Display
Van Buren St. Suburban Station*

FREIGHT TRAFFIC

DEPARTMENT



Some Interesting Facts About Exports in Time of War

By J. W. Rhodes, Export and Import Agent

ONE of the first duties of a nation in time of war is to adopt every means to prevent supplies, particularly from its own country, reaching the enemy. This covers supplies of not only food stuffs and munitions which the enemy needs to wage war, but also trading in articles which enables the enemy to maintain its economic position.

To assist in accomplishing this Congress enacted a law, approved by the President June 15, 1917 providing that "Whenever during the present war, the President shall find that the public safety shall so require, he shall make proclamation and issue regulations and orders subject to such limitations and exceptions as he may prescribe, that it shall be unlawful to export from the United States to any country named any article or articles mentioned in such proclamation."

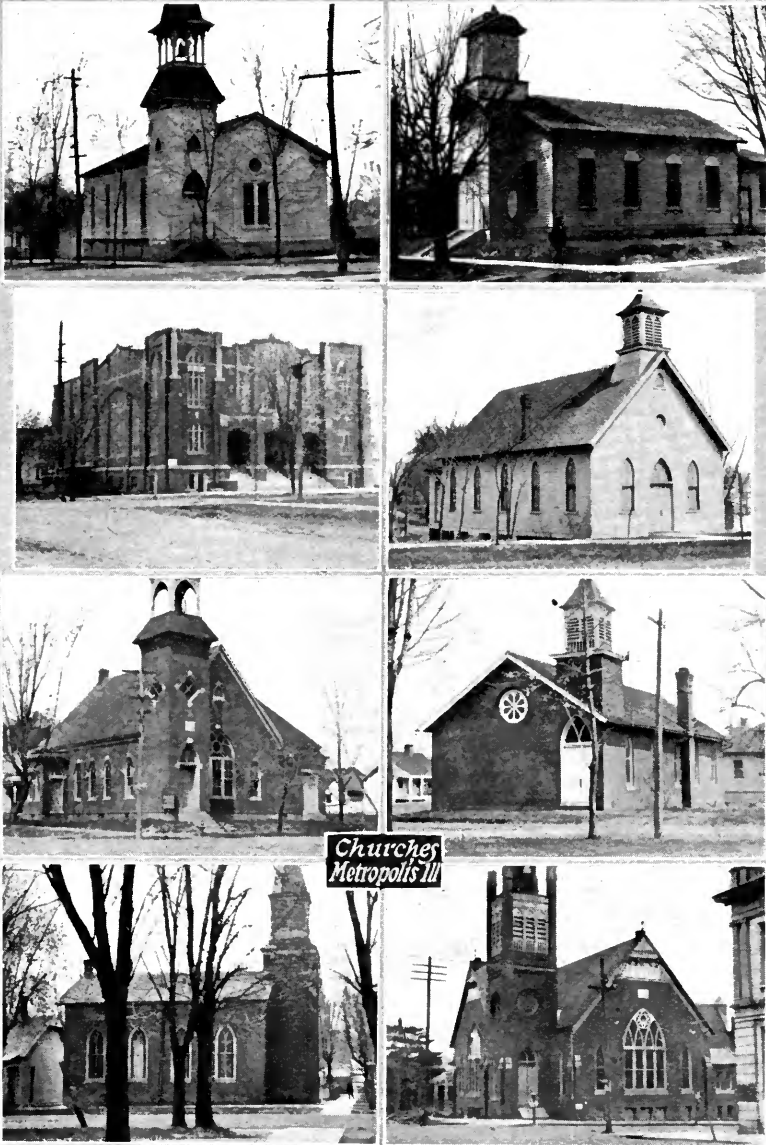
The President under proclamations of July 9th, August 27th September 7th and November 28th declared certain exports in the time of war unlawful under license granted by the Government. This covered all foreign countries and listed various articles which have been added to from time to time as the necessity of the situation demanded until today it is practically impossible to export any article without first applying to the Federal Government for a license which has had effect of placing the control of our

foreign commerce in the hands of the Government.

The exportation and importation of certain nonessentials has been prohibited so as to make available for war purposes every ton of shipping possible. The transportation of our army to France, of food stuffs to the allies and the maintenance of a continuous flow of supplies and munitions demands the most efficient use of every ton of shipping. The limitation of exports also conserves our own products for the use of ourselves and the nations associated with us in the war. Our surplus products are being disposed of in such a manner as to help out European neutrals and those countries to the south of us which have more or less been dependent upon us.

To bring all this about certain rigid regulations, surrounded by the necessary documentary machinery, have been put out, and which it is the patriotic duty of all railroad men concerned to closely observe.

The first requisite for the shipper of exports is the so-called "FEDERAL LICENSE" for which he makes application to the War Trade Board at Washington or through the Local Boards, the Licenses, except in very few cases, being issued at Washington. The railroads are not permitted to accept shipments unless accompanied by the license itself or,



under certain conditions, the number of same. The license number must also appear on the shipping instructions, waybill and export bill of lading.

Before the shipment can be cleared at the port the Federal License must reach the Collector of Customs at the port of exit. It may be sent by shipper direct to the Steamship Agent or delivered to

the carrier at time of shipment, the carrier delivering to the Steamship Agent who in turn surrenders it to the Collector of Customs.

The license is good for ninety days unless revoked and no extension will be given. On large bookings over an extended period, covering more than one shipment for which license has been ob-

tained, the license is sent to the Collector of Customs and when the partial shipment has been delivered to the steamer, the license is returned to the shipper who handles it with each subsequent shipment the same as with the first.

The Government also requires with each shipment a "Shipper's Export Declaration," and which is tantamount to a guarantee on the part of the shipper that the packages contain only what the billing shows them to contain. This document must be prepared in quadruplicate for all merchandise shipped to foreign destinations, except shipments in transit through the United States from one foreign country to another, and in duplicate for merchandise shipped between the United States and its noncontiguous territory.

Shipper's Export Declaration may be delivered to the carrier at time of shipment or to the bill of lading issuing office by whom it will be sent to the Collector of Customs at port of exit. The Collector retains the original and one copy and delivers the other two copies to the shipper, the latter turning one over to the Steamship Company and delivering the

other with the goods to the Inspector of Customs on the deck without which no goods will be received.

The importance of strict compliance with the rules governing these documents on export traffic must be apparent to everyone. To overlook the rules tends to tie up equipment, congests and creates confusion and expense at junction points and ports of exit. Beyond loyalty to our country as railroad employes, is the patriotic duty of handling export traffic in strict compliance with the rules and regulations so as not to directly or indirectly give aid or comfort to the enemy. Our principal business today as railroad employes is war and, for the United States, it is just beginning.

To place our full quota of men and supplies into France quickly means that the free movement of freight must be maintained. So far as export freight is concerned, let us be diligent and exacting in following not only the letter of the instructions, but the full spirit as well. Our line to New Orleans is wide open to export shipments—let us all work together to keep it so and "CARRY ON."

Appointments and Promotions

Effective April 1, 1918, Mr. Herbert W. Williams is appointed Train Master of the Fulton District, with headquarters at Fulton, Ky., vice Mr. Edward Bodamer transferred.

Effective April, 1918, Mr. Claude R. Young, is appointed Train Master of the Cairo District, with headquarters at Fulton, Ky., vice Mr. Herbert W. Williams, transferred.



Freight Service



LOSS AND DAMAGE CLAIMS

AFTER a careful digestion of the figures detailing the amount paid for loss and damage to freight on the Western Lines year 1917, General Superintendent W. S. Williams, who is usually expert in the handling of the operating X Ray in the development of railroad ailments and financial leaks, conceived the idea that if he could procure from his agents (the men who are on the firing lines 365 days per year and in the last analysis should and do know more about losses and damages than any other class of employees) a statement detailing just what, in their individual judgments, should be done to reduce claim payments to a minimum, good would come of it. So, with this end in view, he forwarded to each of his agents, under personal cover, a copy of the circular letter which follows:

Waterloo, Feb. 6, 1918

ILLINOIS CENTRAL RAILROAD COMPANY
OFFICE OF THE GENERAL SUPERINTENDENT

Personal
PERSONAL
ALL AGENTS:

Representatives of the Freight Service Department are now conducting an investigation at stations on Western Lines, the result of which has so far been quite satisfactory although there are still a few stations where agents are failing to give this very important matter the attention it should and must receive.

As soon as the investigation has been completed I am going to have a meeting with division officers and Agents of the Freight Service Department in my office to review the reports and at the same time, endeavor to work out some way of bringing about a very decided reduction in our freight claim payments. On account of weather and business conditions it will not be possible to have any agents in attendance. I realize you are more closely in touch with the claim situation than any one else, this is a matter of fact, you are the controlling element. I, therefore, think it important that in order to intelligently discuss the subject, we have the benefit of your experience and views.

The purpose of this letter, therefore, is to request that you write me by return mail under personal cover, saying what, in your opinion, is the cause for the heavy increase in claim payments, on Western Lines during the last twelve or fourteen months.

I presume you all know our expenses in this direction have practically doubled and

an analysis of the increase shows that it is chargeable to loss of packages, rough handling and other similar causes which are certainly avoidable.

I don't care to have you go into very much detail in writing me on this matter but what I want is at least one claim prevention suggestion from each agent. You should see that your letters reach me not later than February 10th, as I want them before the meeting is held so that we may discuss the suggestions and give careful consideration to putting them into effect.

If each agent on Western Lines will delegate himself a committee of one to help reduce our freight claims, I am quite sure this territory will immediately be looked upon as the very best on the System and that we will show decreases instead of increases in our Loss and Damage expenses.

W. S. Williams.

General Superintendent.

The replies were prompt and whole-hearted and the suggestions made are so pertinent that, for the benefit of other officers and agents who were not fortunate enough to receive a copy of the General Superintendent's letter and the replies thereto, a number of the salient points in some of the answers are included in this article.

R. B. Howard, Agent Wall Lake, Iowa, after suggesting that the criticisms of inspectors were not always constructive, but at times made seemingly to bring the agent into disrepute with his superiors, concluded as follows:

"I want to be fair however, and will say the last two inspections were conducted in a very business-like way.

A very practical suggestion would be better loading from distributing centers; and another—marking a waybill so plain that everyone who handles it cannot mistake what it calls for. I wish to change my previous suggestion, which was "Co-operation" to "Education, encouragement and co-operation."

Agent W. J. Lyons, Agent Dimnick, Ill. suggests:

"To prevent loss—Plain, proper marking."

To prevent breakage—Strong, proper crating and boxing; fibre-board boxes appear to be better than light, inferior quality wood boxes."

"Careful inspection of cars and strict supervision of all cooping in case of carload lots."

Agent J. F. Riordan, Freepot, Ill.

"The value of supervision cannot be over-estimated; I think you will agree with me that not enough employes are really interested in the proper handling of freight, not that they do not have the interest of the Company at heart, but more because they work in a matter-of-fact way every day. Switchmen switch cars every day, but how many of them in switching cars or handling freight stop to think what a little carelessness upon their part costs.

"It occurs to me that money paid account rough handling of cars could be reduced if trainmasters, master mechanics and yard masters conducted continuous and vigorous campaigns with engine men, trainmen and yard masters. Daily campaigns should be waged by trainmasters, claim clerks, agents and freight-house foremen with the men who are responsible for the loss of a package."

"Losses due to defective cars would show a marked decrease if agents and yardmasters were expected to tell their superior officers what they are doing to prevent poor equipment from getting into revenue service."

"Losses account improper refrigeration would amount to practically nothing if the question was one of frequent discussion between agents, icing inspectors, conductors, trainmasters and claim clerks."

C. C. Nolf, Agent Orangeville, Ill.:

"My 29 years' experience tells me this:— that if the large stations can bring about an improvement in the handling of freight and this matter of standing cars on end in switching is cut out, 50 percent of the loss and damage will be cut out. Junction agents, I believe, are falling down in checking and noting damage on shipments received from other lines in bad order."

"I have started a system of correspondence on bad orders that I believe will result in some good; whenever I receive any freight in bad order which shows how the bad order came about. I write loading station the facts, sending copies of letters to Division Superintendent and Loss and Damage department. I believe if every agent would follow this up we would get results. I would about as soon see my own belongings torn to pieces as to see it done on shipments we handle. I have always made a strong fight along this line but, in spite of all this, I have been criticised and when such criticism had no bearing on any loss and damage, in a way this is excusable as you cannot always interpret a man's aims; we must get together if we expect to get results."

C. C. Nolf, Agent.

H. Lien, Agent Hollandale, Wis.:

"We need more careful handling, checking and stowing of freight when loaded and handled in transit."

A. A. Carmichael, Agent Amboy, Ill.:

"More attention should be paid to re-coopering bursted packages. Am of the opin-

ion that yard crews are awake to the situation and I am sure they are handling merchandise cars, as well as others, with more care than in the past.

I further feel if we all make it our personal business to watch this matter in all its handling we can make a satisfactory showing."

C. E. Stonaker, Agent Bloomington, Ill.:

"See to it that freight is loaded in right car, stowed properly and handled carefully in train service, unloaded carefully and if package is broken re-coopered at once."

G. Ritz, Agent Haldane, Ill.:

"Train all interested employes to exercise care in receiving, loading and transferring freight; receiving agent should be very careful to see that all packages are marked properly and loaded into proper car."

"Engineers should be compelled to discontinue the practice of rough handling of equipment."

"Trainmen should be compelled to pay damage occasioned by their carelessness."

"Agent should personally see to it that rough handling by his employes is discontinued."

W. Delano, Agent Heyworth, Ill.:

"Every agent should keep a needle and thread handy to sew up torn sacks.

A system of double checking from drays would be of service."

L. L. Lamb, Agent Madison, Wis., gives an analysis of the claim record of his station and says:

"Heaviest claims on carload shipments due to rough handling.

Sugar barrels broken.

Canned goods broken and smashed.

Grapes smashed on car floor due to either improper bracing or rough handling, or both.

Lumber damaged in transfer.

Damage by frost due to delay enroute."

"Suggests making a straight Madison car at Freeport.

Educate your men to handle shipments with care; impress upon train and engine crews, and switchmen the necessity of cutting down rough handling in transit.

Have receiving agent write forwarding agent when anything is wrong the condition of freight received from his station.

Jno. Hines, Agent Wapella, Ill.:

"Watch carefully the setting of cars to elevators. The elevator people will load anything with wheels under it, if you will permit them."

H. R. Aufdenspring, Agent Minonk, Ill.:

"Organization of your force and schooling of new men is absolutely necessary to lay the proper foundation for effective work. The men must be trained to realize their responsibilities and that they should take the same interest in the Company's business as in their own personal affairs."

J. H. Gleason, Agent ElPaso, Ill.:

"Closer supervision of shipments received from connecting lines and the making of

definite and explicit notations of all exceptions."

"Closer inspection of cars set out for grain loading."

"Closer inspection of cars set for merchandise loading."

"Better handling and checking of merchandise."

"Put stop to rough handling."

H. O. Kelly, Agent LaSalle, Ill.:

"In merchandise cars to be worked, enroute contents should be so arranged as to prevent damage; the lighter packages should be separated from the heavier commodities; shipments should be properly marked and strongly packed."

J. G. Smith, Agent Dodgeville, Wis.:

"More care should be taken in the stowing of freight, also in loading in station order to do away with unnecessary handling."

J. J. Reilly, Agent Dixon, Ill.:

"Refuse to accept shipments not properly marked and packed."

"Require the use of marking crayons instead of tags which are frequently torn off enroute."

H. B. Holloway, Agent Eldena, Ill.:

"Employ more freight handlers or a more intelligent class of men at transfer points."

C. C. Yoder, Agent Sciota Mills, Ill.:

"Better checking at forwarding and transfer points."

"Better loading and less rough handling of freight and better inspection of cars before loading will eliminate a good many claims."

C. O. Thomas, Agent Cloverdale, Ill.:

"No claims filed past year; not in position to form an opinion as to what is causing increases."

S. W. Mumma, Agent Foreston, Ill.:

"Impossible to give an opinion as to increases in claims; we have a vast system and there are 10,000 ways claims can be made. It simply is out of my conception."

E. L. Hamblin, Agent Waverly, Iowa:

"Principal cause for claims is incompetent and careless help at transfer and loading stations where freight handlers are employed."

M. P. Moore, Agent Nora, Ill.:

"Improper packing and loading if done away with will reduce claims."

L. E. Bryant, Agent Orchard, Iowa:

"Proper marking and loading and careful handling of freight will certainly bring about large decrease in freight claims."

W. B. Gringer, Agent Eleroy, Ill.:

"Improper packing by shippers and careless handling by stowers and loaders is prolific source of freight claims."

L. E. Anschutz, Agent, Warren, Ill.:

"Discontinue use of paper marking tags; supply each agent with marking pot and brush and request shippers to mark properly before accepting."

"Better crating and packing of freight, particularly furniture."

"Insist upon more careful handling of cars in trains."

J. L. Hobson, Agent Winthrop, Iowa:

"A discontinuance of improper loading and stowing will reduce claims. Most of claims filed at my station due to the cause."

B. L. Williams, Freight Agent Dubuque, Iowa:

"This subject covers such a vast territory that I find it difficult to arrive at just one specific suggestion. I am going to give you what seems to me the only remedy for the prevention of claims. It is quite true that these facts have been talked about, dreamed of, and on the surface may appear to be an old topic, but to me it is fresh and vivid and I believe the only cure."

"This might be captioned, 'Can We Prevent a Claim Today?' The answer comes back to us in the following thoughts:—that we can prevent a claim by a hearty and full co-operation of all employes handling L. C. L. and carload freight, if we fully pledge ourselves and make it applicable each minute during the day that we are not going to accept for shipment any freight not properly packed and marked, and if the commodity requires it, that we will collect the full prepayment of charges and obtain release, if we will then be careful as to the checking of the bills of lading, see to it that they are descriptive truly of the shipment received, that our waybills correspond fully with the bills of lading, and when the loading time comes see to it that the individual shipment goes into the proper car which will carry it to its destination or to the correct transfer point towards its destination, and that it is so placed in the car that it will arrive safely without damage under ordinary conditions, car fully protected by proper seals, and if the yard crews will then handle the car as it should be, and is intended to be handled, placing it in the train without damage to contents, this being done we have the shipment properly started."

If the shipment is destined to a local station and the conductor checks it out of the cars and sees personally that there are no parts of the shipment left in the car to check over farther on down the line and be returned as stray, watches the breaking down of all freight after unloading at the individual station, the shipment rechecked by the receiving agent and immediately put into wareroom until bills are rendered and again checked to the drayman or consignee as the case may be, and their receipt taken, feel sure that this would prevent a claim on the individual shipment, and each employe handling this shipment would have only discharged his full duty, for which he is receiving compensation."

The concealed loss or damage is costing a great deal of money and I believe the figures can be reduced if the shipment is checked by the agent with the consignee

against their invoice, determining the actual loss or damage, and we can therefore satisfy ourselves as to the carrier's liability for such loss or damage. I believe we are too free to place notations on freight bills. It simply means writing out a check in payment for a certain loss or damage to that individual shipment. At my station we make no notations on freight bill but show an inspection number. I find that it avoids attracting the attention of some adjustor, some thirty or sixty days later and thereby saves a claim.

I have found the weekly blind check made personally by the agent to be a very substantial stimulant in avoiding claims. We should go about this matter as rigidly as though the check was being made on some other agent's wareroom, with a view to finding all over freight and exceptions, and being honest with ourselves and with the company just as though the check was being made by a representative of the Freight Service Bureau. I have personally tried this system and find it well worth while. I am sure that we are all very sad to note the gradual increase in claims and appreciate that this expenditure is entirely too large, and if every employee on this great railroad would do their duty it would be the means of overthrowing this great evil."

W. A. Thompson, Agent Apple River, Ill.:
"Most of the short and bad orders appear to be due to improper checking and careless loading at the larger stations; claims will be reduced if more care is used in this respect."

O. W. Reid, Agent Peosta, Iowa:
"My suggestion for a claim preventive is proper loading, handling and unloading, as well as proper marking, efficient checking at loading and unloading stations."

H. Guthermson, Agent Delaware, Iowa:
"In my opinion if more care was taken in stowing at larger stations and more care exercised by train crews in handling, there would be a considerable reduction in claims."

Geo. Moulton, Agent Cora, Iowa:
"The last claim filed at this station was Sept. 9th, 1916. Merchandise cars are loaded heavier than formerly, causing damage to freight shipments."

Poor marking and packing is one of the troubles."

J. W. Sayre, Agent Blairsburg, Iowa:
"I think one of the causes for increase in freight claims is shortage of competent help to properly handle and check the freight; a small advance in the pay of station clerks so that competent men may be secured will help."

E. W. Cooper, Agent Parkersburg, Iowa:
"Cites two cases claims \$211.26 due to delay in handling cars promptly to packing house after arrival at destination; believes slow movement responsible for many claims."

J. A. Hurlley, Agent Fort Dodge, Iowa:
"We must charge a good percentage of

increase to the heavy tonnage trains and rough handling incident thereto.

Robbery and pilferage, especially as concerns shipments of boots and shoes, shirts and clothing, play no small part.

Insufficient help also is a contributing factor.

By closing Freight House at four o'clock, it would permit us to store our cars in better shape and thereby avoid bad orders and wrong loading.

E. W. Hill, Agent Aurelia, Iowa, referring to shipments of seed 260 to 300 lbs. in sacks made of light fabric:

"It is my opinion if classification was changed so as to apply double first class rate on such shipments in single sacks, present rate to apply when double sacked, claims would be reduced."

J. E. Cline, Agent Scales Mound, Ill.:
"First:—Examine car floors before loading to see that they are clean.

And:—Examine closely fruit and vegetables to ascertain whether or not frozen."

F. W. Loban, Agent Osage, Iowa: •
"Have never seen the conditions as bad as they are now. Great many packages have been pilfered which, in my judgment, occurred at transfer points.

Chicago must be doing bad work judging from exceptions at Waterloo.

Suggest putting men on at larger stations to overlook and supervise work of freight handlers."

B. L. Bowden, Agent Waterloo, Iowa:
"I think the whole trouble can be stated by saying that we are not giving the attention to this matter it deserves. It does no good for one station to handle freight correctly if, when it gets out on the line and is handled by train crews and other stations, it is broken up and mishandled.

The way to reduce claims is to have the same co-operation and interest shown as a couple of years ago."

Thos. F. Frentress, Agent, Glenville, Minn:

"From my experience at this station, would say that 99 per cent of short freight and lost package are on freight billed from Albert Lea due to rotten checking or no checking at all when freight is received at Albert Lea.

Prevention—check freight correctly when receipting for it."

B. H. Clark, Agent, Central City, Iowa:
"It is my opinion that when the freight service department finds a way to stop pilfering, claims will be found down to a minimum."

S. Kerr, Agent, Cedar Rapids, Iowa:
"Regarding increase in claims payments:

Various causes might be assigned, such as increased volume of business, enhanced value of commodities and loss of skilled labor. Assuming that due allowance has been made for these features, suggest:

That extreme care be given to loading and stowing.

Packages should be examined and made absolutely secure.

If all employes can be prevailed upon to exercise good judgment, I believe it will go a long way towards reduction in payments of claims."

F. Korinke, Agent, Charles City, Iowa:
"Load freight as far as possible in station order.

Inspect cars carefully for nails.

See that car floors are clean.

Pay warehousemen a little more money so that a more intelligent and competent class of men can be secured and retained."

M. F. Houlahan, Agent, East Dubuque, Ill:

"Ninety per cent of our claims are due to pilfering."

G. W. Spicer, Agent, Alburnett, Iowa:

"I am quite sure one way to avoid claims is to repair quickly broken boxes and barrels and torn sacks, not giving the consignee a chance to see the freight until damage has been repaired."

C. W. Romig, Agent, Epworth, Iowa:

"Load properly at freight houses and transfer points.

Mark on outside of package its contents so that if necessary care can be exercised in handling."

O. Woodyard, Agent, St. Ansgar, Iowa:

"Check shipments carefully at originating points and transfers.

Cut out rough handling in transit."

J. P. Burke, Agent, Myrtle, Minn.:

"'Well begun is half done.' Hence if billing agent will see that a package is properly started on its way, claims for loss and damage will be reduced one-half.

See that package is checked properly, marked properly, packed properly, before receiving and when it arrives at destination is housed properly and checked to consignee accurately."

F. H. Lacey, Agent, Galena, Ill.:

"Many claims are due to insecure packing, light boxes, paper cartons, poorly secured bucket tops.

Train men so that freight will go into right cars; the temptation to take an astray package is great to one so inclined.

Weed out the undesirable employes and work force back to the standard that existed before the war."

F. R. Fackenthal, Agent, Julien, Iowa:

"Do not accept freight unless properly marked and packed.

Do not accept perishable freight during frigid weather unless car is provided for it.

Conductors should see that freight when loaded is in proper condition and handled carefully en route."

J. J. Davis, Agent, Janesville, Iowa:

"Suggest old marks on package be erased, new marks be made plainly; that

freight be stowed carefully and in station order at the larger stations."

F. C. Norman, Agent, Independence, Iowa:

"According to our view, increase in claims is caused by improper handling at transfer points, heavy loading of cars and theft.

Believe that 90 per cent of lost packages is never delivered in the company's hands.

It is impossible for any but a first-class man to properly check deliveries to us by large wholesale houses, the hurry-up-way considered.

It seems that pilfering is on the increase all the time.

Good honest up-to-date experienced men at transfer places and discontinue loading cars so heavily will eliminate losses."

C. N. Thwing, Agent, Logan, Iowa:

"High prices add materially to losses by pilfering.

Desire to call attention to a bad situation in loading of merchandise cars, and particularly the loading of the meat peddler out of South Omaha, due, I presume, to shortage of equipment; cars are heavily loaded and apparently no effort made to load in station order or even keep shipments for each station together.

In my opinion, better handling, checking and loading, prevention of pilferage and being careful at larger stations to load into cars bill calls for will materially improve claim conditions."

H. A. Lane, Agent, Oyens, Iowa:

"Heavy increase in claims is due partly to, in an effort to increase car tonnage, the loading of heavy freight on fragile packages.

February 8th I received from Chicago a chair with a stove loaded against and a large cask of coffee on top of it."

F. Higgins, Agent, Council Bluffs, Iowa:

"In my opinion the large increase in claim payments is due to various causes, viz: Rough handling, increased value of commodities and heavy loading of cars; also, due to the scarcity and cost of material from which containers are made, resulting in poor packing.

Take the handling of merchandise local freight train service out of the hands of brakemen and assign competent warehouse men to this service.

Keep trained men even though the cost is a few cents more per hour; check up payrolls of other roads at common points and ascertain whether or not we are on a parity with other lines."

M. A. Penney, Agent, Denison, Iowa:

"Our records show that there is an increased amount of bad order shipments in proportion to business done, over one year ago. Also quite an increase in short shipments. Practically all the short shipments are from Chicago, Council Bluffs or Omaha, with the large majority from Chicago, being also most shipments originating from

the stores of Montgomery Ward & Co. and Sears, Roebuck & Co. We are receiving billing from Chicago covering such shipments, on which packages are not listed on the waybills at all, also receiving entire shipments from these stores of several boxes and articles which are not accompanied with a waybill at all, and an increasing amount of shortages. These shortages are either caused by misloading or are lost en route. In several cases the indications were that they had been stolen en route, judging from the class of goods that were short. However, very poor work is being done by the Chicago office at the present time. Council Bluffs and Omaha give us some trouble the same way, though not near as bad. The bad orders also have given more indications of pilferage than formerly; for instance, we have received four different shipments of shoes from St. Paul, Minn., during the fall and winter, in cartons, which had been broken open, and one or more pairs of shoes taken out of the cases."

N. P. Bingen, Agent, Ackley, Iowa:

"In my opinion, following are causes for so many shortages:

First. Receipting for articles at point of origin which were never delivered.

Second. Poor marking.

Third. Unloading at stations other than billed.

Fourth. Thefts.

As to bad orders, believe the principal causes are poor stowing in cars, rough handling by truckers at terminal points and failure of train men to set goods down as they break bulk, also improper handling of freezable goods in winter months."

E. G. Voss, Agent, Rockwell City, Iowa:

"Next to shortage of cars, I believe the increase in claims is due to constant changes in station and warehouse help. To overcome this I believe that agents and warehouse foremen should see to it that receiving clerks and station helpers are thoroughly familiar with Rule 7 and part of Rule 8, Western Classification, which governs marking, packing and acceptance of freight for shipment."

W. B. Barton, Agent, Onawa, Iowa:

"It occurs to me that the bulk of the trouble is at the starting point or at the point where transferred en route; perhaps there are not enough men employed at the loading and transfer points to enable those who are doing the work time to exercise care, but it really looks to me as though most of it was caused by gross carelessness; they do not seem to care who the loser is, just so they get their pay.

I would suggest some system of collecting these damages from those found to be at fault."

F. G. Warner, Agent, George, Iowa:

"Suggest some plan be worked out where

these heavy merchandise cars be loaded in station order and properly stowed.

Care should be exercised to load freight in car billed.

Freight should be carefully checked before receipted for and responsible warehouse foreman should be on duty all the time to prevent theft."

T. J. Cochran, Agent, Richards, Iowa:

"Loading in wrong cars is responsible for a large percentage of claims."

N. C. Libby, Agent, Rock Rapids, Iowa:

"Largest percentage of claims due to pilfering and through damage done at large shipping points, transfer points or while in trains."

E. L. Rahn, Agent, Anthon, Iowa:

"Think most of damage is caused by rough handling. More care should be used in transferring freight, as most of damage seems to be to freight that has been transferred one or more times."

A. H. Stivers, Agent, Alta, Iowa:

"Eighty per cent of claims, my station, due bad order; 20 per cent due to pilfering; 75 per cent bad order freight has been transferred en route. In my opinion 50 per cent could be done away with more competent help. In my opinion the whole cause is due to company not paying enough money to secure competent help."

E. F. Francois, Agent, Newell, Iowa:

"A large percentage bad order reports are against heavy merchandise loading stations; there could be some mighty good work in tightening up these places, and after freight is received see that it is loaded properly in right car. Merchandise cars are overloaded, probably necessarily now, but bad orders could be cut down if after the first unloading station is reached, load was properly blocked down and the throwing of boxes across cars and onto platforms was cut out.

It would help, too, if cars with protruding nails and soaked with oil were put in proper shape before loading."

J. M. Longstreet, Agent, South Omaha, Neb.:

"Claims largely due to shortage grain cars, Updike Grain Co., to packer, peddlers and coal loss."

M. Weber, Agent, Washta, Iowa:

"Increase in claims due to increase in ordering from mail order houses and improper stowing in cars."

R. T. Stivers, Agent, Storm Lake, Iowa:

"Poor pay, poor help, inability of agent or conductor to personally supervise all work.

The larger stations should have a brainy foreman as freight checker with pay in proportion to his responsibility."

C. M. Myers, Agent, Ticonic, Iowa:

"Careless handling on part of train crew, pilferages, improper marking. The remedy is obvious."

L. P. Woolworth, Agent, LeMars, Iowa:
 "Trouble largely due to improper loading and handling at originating and transfer points."

O. J. Judd, Agent, Dow City, Iowa:
 "Partial cause of increase in claims.

Merchandise cars not given proper attention before loading.

Improper stowing.

Not loading in station order, causing unnecessary handling.

Package freight thrown to door or about car—should be carried.

Failure to re-cooper broken packages."

C. H. Smith, Agent, Merrill, Iowa:

"Increase due largely to inexperienced help and theft; bad order caused by carelessness at large loading and transfer points."

J. J. Little, Agent, Primghar, Iowa:

"Many claims due to weak containers.

Suggest agents be instructed not to accept shipments in containers that are loose and likely to break in transit."

B. L. Larson, Agent, Sioux Falls, S. D.:

"Since beginning of current year have issued 19 short reports, five of which have been closed; remaining 14 not closed were from Chicago cars, some short from C. L. and some probably loaded wrong. The bad orders class as follows:

5 account improper stowing.

25 account rough handling.

3 account pilfering.

3 account defective equipment.

3 account being frozen en route.

Heavy loading of cars makes proper stowing difficult.

Suggest the greatest care in proper stowing and careful handling after car is loaded."

D. Titworth, Agent, Cleghorn, Iowa:

"Think the overloading of local cars is responsible for most of the increase."

J. W. Smith, Agent, Sheldon, Iowa:

"Increase in claims, in my judgment, due to:

First. Inexperienced men.

Second. Very poor boxing by shippers."

F. J. Spinharney, Agent, Barnum, Iowa:

"Conditions due to:

Efficient help at transfer and loading station would insure good and proper stowing, save time for train crews and prevent freight going astray.

From what I can learn, the company will have to pay better wages than men are now receiving.

Cars are loaded to the roof at Chicago frequently fragile freight under heavier freight, causing damage."

W. L. Beattie, Agent, Omaha, Neb.:

"Rough handling and improper placing of freight in cars if cut out would help the situation."

J. E. Allison, Agent, Sioux City, Iowa:

"Earlier closing of freight house; 65 per cent of freight arrives after 5:00 P. M. Better check and better loading, if no freight received after 4:00 P. M.

On January 25th, claims filed for amounts arranging from 10 cents to \$1.00, and 21 claims for amounts from \$1.00 to \$2.00; due to bad order and petit pilfering.

W. R. Foster, Agent, Williams, Iowa:

"Overcome pilfering, poor loading and frequent and rough handling and conditions will improve."

J. M. Holland, Agent, Dunlap, Iowa:

"Straighten containers. Use vigilance in protecting freight—on platforms and in cars from theft. Look after careless handling at transfer points, and claim payments will go down."

E. L. Edwards, Agent, James, Iowa:

"Trace to the party responsible all broken packages and apply discipline."

R. G. Finch, Agent, Benclare, S. D.:

"Large per cent of damage to freight due to improper loading and the necessity of handling frequently in order to get freight that is behind it in car."

G. W. Harrison, Agent, Webster City, Iowa:

"Our claims are mostly for damage to tile shipments. Western Weighing and Inspection Bureau, should devise better and safer methods for loading tile.

Boiled down, the meat of the suggestions is as follows:

First: The proper and accurate check of freight by receiving agents.

Second: Accurate and legible billing.

Third: Careful handling, proper loading and safe stowing in car.

Fourth: Careful notation on waybills of shortage, also of condition of freight, when received in bad order from connecting line.

Fifth: Elimination of rough handling at switching points, in trains and at transfer stations.

Sixth: Accurate check of freight from car to warehouse.

Seventh: Proper protection of freight between the time unloaded and delivered to consignee.

Eighth: Before delivery, see that all boxes are carefully re-coopered and tears in sacks mended.

Ninth: When delivery is made, carefully checking of packages and taking of receipts by agent, or delivery clerk.

Tenth: The agent should constantly impress upon his subordinates that loyalty to their employer is one of the principle bases for promotion, that the man who can bring himself to realize that he should exercise the same care in handling company business as he would his own affairs, will surely attract the attention of his superior officer."



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

JUDGE FLETCHER ON GOVERNMENT CONTROL AS IT AFFECTS CLAIMS AND LITIGATION

On the 20th ult., the General Claim Agent held a staff meeting in his office at Chicago, which was attended by nearly all of the members of the Claims Department. One of the purposes of the meeting was to discuss the question of government control as it affects claims and litigation. General Attorney R. V. Fletcher was present and spoke on this subject as follows:

I am very glad of the opportunity to address this staff meeting of the claim agents. It has been my observation that no one in railroad service is, ordinarily, more active, more efficient or better informed than are the claim agents. It has been to me a source of perpetual astonishment that, considering the volume of work intrusted to you, you have been able to make such thorough preparation for the trial of cases and go so deeply into investigation of all matters intrusted

to your care. It is needless to say that the law department would be absolutely helpless without your aid, and on behalf of all the members of the law department I unhesitatingly extend our sincere thanks for your vigilant and careful cooperation.

I have been requested at this time by the General Claim Agent to discuss particularly the effect of Government control upon the work of the claim agents. But before I address myself to that particular topic, I am requested to say something in regard to the question of claims preferred by persons who have the status of alien enemies to the United States. I have no doubt that from time to time claims will be preferred and litigation will be instituted by persons who are subjects of the Imperial German Government and of the Imperial Austro-Hungarian Government.

There is no dissent among the authorities in any civilized country as to the status of alien enemies. They have no right to bring a suit in the courts of an enemy country, and no claim which

may be redressed by legal measures can be preferred by the subjects of one country in the courts of another with which it is at war. As indicated, this is the law of every civilized country and its universality is recognized by the accepted canons of international law. The reason for this should be understood in order that a proper application of the principle can be made in practice.

It is considered against a sound public policy for one country to contribute to the strength and resources of another with which it is at war. It can be readily understood, for example, that if the Illinois Central Railroad Company, which is a domestic corporation in the international sense, is compelled to pay out money to a citizen of the Imperial German Government, the resources of this Nation will be that much weakened and the resources of our enemy will be that much strengthened. Every dollar belonging to the Illinois Central Railroad Company is subject to conscription for the use of the United States in time of war. Every dollar which belongs to a citizen of Germany is subject to conscription by the Imperial German Government in the time of war. It may well happen, therefore, that the \$10,000 which the Illinois Central would be forced to pay to an injured German citizen might be lost to the United States and that sum of money might find its way into the treasury of Germany to be used in waging successful battle against us. The breaking out of war between two nations does not destroy a debt due by a citizen of one country to a citizen of the other. The affect of war is merely to suspend the right of an alien enemy to obtain redress in our courts. When the war is ended, this right, which has lain dormant, may then be asserted and, ordinarily, statutes of limitation are suspended during the period of war.

It may be seen, therefore, that claims, which it is now our duty to decline, may, when the war is over, be then successfully asserted. This, however, is a condition which we cannot avoid. It seems to me that it is our duty, when we remember the principle which underlies

the doctrine prohibiting an alien enemy from asserting his rights in our courts, to decline to settle any claim asserted by an alien enemy. I feel sure that we would be faithless trustees of the Company's interests if we were to pay out what is now, under present conditions, Government money to persons who might use these funds to give aid and comfort to our enemies.

If it should appear that the parents of an injured employe, for instance, are of divided allegiance, the father being a citizen of Germany and the mother a citizen of the United States, I think perhaps it would be permissible to settle a claim of this kind, particularly if it appeared that the parents of the injured employe has been so long in this country that their return to Germany was improbable. I do not mean to be understood, however, as saying that the rule should be relaxed if all the beneficiaries are citizens of an alien enemy Government, since in such a case the legal status of such beneficiaries is well defined and our duty to decline such claims perfectly clear.

Addressing myself to the principal question, I desire to preface what I have to say by observing that, as a practical matter, the taking over of the railroads by the Government during the period of the war will make very little difference in the ordinary practical work of the claim agent. The Railroad Control Bill, according to the best information now available, contains this provision:

"Sec. 10. That carriers while under Federal control shall be subject to all laws and liabilities as common carriers, whether arising under State or Federal laws or at common law, except in so far as may be inconsistent with the provisions of this act or any other act applicable to such Federal control or with any order of the President. Actions at law or suits in equity may be brought by and against such carriers and judgments rendered as now provided by law; and in any action at law or suit in equity against the carrier, no defense shall be made thereto upon the ground that the

carrier is an instrumentality or agency of the Federal Government. Nor shall any such carrier be entitled to have transferred to a Federal court any action heretofore or hereafter instituted by or against it, which action was not so transferable prior to the Federal control of such carrier. * * * But no process, mesne or final, shall be levied against any property under such Federal control."

It will thus be observed that persons having claims against the company may institute suit upon them in the ordinary way, just as they have been privileged to do prior to the period of Federal control. These suits may proceed to judgment under rules of liability and rules of evidence heretofore prevailing. It is true that the collection of a judgment cannot hereafter be enforced by levying execution or attachment upon the property of a railroad company, unless some property can be found such as outlying lands, buildings, etc., which, not being necessary to the operation of the railroad, may not fairly be said to be taken over by the Government when Federal control was instituted. As a practical matter, however, I rather suspect the railroad companies will continue to pay judgments in the usual way without requiring the holders of such judgments to apply to the Director General of Railroads for an order requiring the payment of such judgments. So far as I can see, it is the duty of the claim agents to investigate their claims as before and the duty of the attorneys for the company to make their defenses exactly as they have been doing.

It is true that by one provision of the bill it is stated that moneys and other property derived from the operation of the carriers during Federal control are declared to be the property of the United States. But it is further provided in the bill that unless otherwise directed by the President, these moneys shall not be covered into the treasury but shall be disbursed without further appropriation, in accordance with the classification of accounts made by the Interstate Commerce Commission. I would understand that under this provision we are privileged to

make settlements and disburse the funds of the company precisely as before. I may sum up this part of the discussion by saying that, until we are otherwise ordered by the Director General or by the President, we are to make no radical changes in our method of doing business.

I may be pardoned for saying further that in my judgment it would be a serious mistake if our people, in adjusting claims, should undertake to get more favorable settlements by putting forth the argument that under Federal control it will be more difficult than before for the claimant to secure redress through the courts. It is true that no execution can be issued, but the law provides, as I have heretofore indicated, that there shall be interposed no defense based upon the fact that the carrier is an instrumentality of the Federal Government. I think the spirit of this provision requires us in negotiating settlements to refrain from using the argument that, if the claimant brings a suit, he may never get his money on account of his inability to levy execution. This is not a sound view, and in my opinion the Director General does not expect that persons with just and proper claims should be any more delayed or prevented from collecting them under Federal control than under private control. I do not mean to be understood as saying that our attorneys may not with propriety, in urging juries to be moderate in assessing damages, resort to the argument that the bills are now being paid by the Federal Government and that every dollar wrung unjustly from a railroad treasury weakens our fighting power just that much. It seems to me that juries which have heretofore inclined to be liberal in the assessment of large damages out of tender regard for plaintiffs or their attorneys may well now pause when they remember that the money is now coming out of the war chest of the nation, and that the gigantic struggle in which we are now engaged will be protracted just that much more by reason of unjust damage claims.

There is one provision of the bill which may possibly be used to advantage, particularly in the state of Mississippi,

where the company has been subjected to tremendous losses by reason of the application of the so-called six mile law, prohibiting the running of trains through municipalities at a greater rate of speed than six miles an hour. I refer to the language used in Section 15, wherein it is provided:

"That nothing in this act shall be construed to amend, repeal, impair, or affect the existing laws or powers of the State in relation to taxation or the lawful police regulations of the several states, except wherein such laws, powers, or regulations may affect the transportation of troops, war materials, Government supplies, etc."

It would seem, therefore, that if we can show in any given case that a literal compliance with the restricted speed statute does materially interfere with the transportation of troops, war materials or Government supplies, such a statute, though enacted in the exercise of the State's police power would have to yield.

Many of you are familiar with the burdensome effect of this statute. It absolutely prohibits a railroad train from being operated through a municipality at a greater rate of speed than six miles an hour. While the statute carries no specific penalty, yet the operation of a train in excess of the lawful speed has been considered negligence, and the Mississippi courts have permitted recovery in every case where it appears that but for the excessive rate of speed the injury would not have happened. The rule in practice works out so that in practically every case, where the train is exceeding the speed limit at the time of the injury, full liability is imposed. Even though the plaintiff recklessly walks or drives upon the track, though he may be running a race with the train, taking his chance, though he may be intoxicated to the point of irresponsibility, yet he will recover if it appears that the accident would not have happened had the train been running less than six miles an hour. In one case a plaintiff was allowed to recover for injuries to an automobile, although he had driven the auto-

mobile on the right of way and left it so near to the railroad track that it was struck by an approaching train. There is positively no escape if the speed of the train can fairly be said to be the proximate cause of the accident. It is true that the jury is charged with the duty of decreasing the damages in proportion to contributory negligence, but this in practice amounts to nothing.

Now, it is my suggestion that, whenever a serious case arises involving this statute, we make an effort to show that if the train had complied literally with the requirements of the law, the delay to Government troops or Government supplies would have been material. I have little doubt that scarcely a train moves through the state of Mississippi which does not contain either Government troops or Government supplies. We should in such a case make a careful calculation as to just how much that particular train would have been delayed had all the provisions of the law been complied with. You will recall that a certain Georgia statute, requiring all trains to be under control at grade crossings, was held by the Supreme Court of the United States to be an unconstitutional interference with interstate commerce where it was shown that there was a grade crossing at almost every mile of the railroad. I am not without some hope that we can get some relief along this line by the provisions of the Railroad Control Bill.

In closing, permit me this final word of exhortation. All of us heretofore had been stimulated to our utmost efforts by loyalty to our employer. In addition to the desire of every honest and conscientious employe to do his full duty by the employer, we are now additionally spurred to renewed effort by the fact that that employer is our beloved Country. Patriotism, therefore, exists as an added stimulus to greater care, energy and efficiency. Not only must we remember that we owe this duty to our country, but when we recall that this war is being waged in the interest of all humanity, a greater force even than patriotism comes into play. Every dollar which we can

save, every unjust claim which we can defeat, every excessive demand which we can reduce helps not only the interest of our immediate employer but adds strength to our common country and gives comfort to every seeker after the welfare of the human race. This being now our attitude, shall we not go forth with fresh determination—with renewed consecration to our appointed task?

MR. HULL REFERS TO ILLINOIS CENTRAL ACHIEVEMENTS

The following are extracts from the opening remarks of General Claim Agent Hull at the staff meeting held on the 20th ult:

"I am sure you are proud, as I am, to be in the service of the Illinois Central, which is setting the pace for all railroads at this time of the country's greatest trial, in which transportation is counting so heavily, and the eyes of the people of the country are upon the carriers as they never were before. The activities of railroads—the extent to which they transport food-stuffs, munitions and troops—are reflected by their gross earnings. The year 1916, was the banner year in the history of the Illinois Central, the gross earnings having increased 16 per cent over the year 1915. At the close of 1916, it was thought that the crest had been reached and that a record had been established which it would be difficult to surpass, but the gross earnings of the system in 1917, went far beyond the dreams of the most enthusiastic of us, and showed an increase of 18 per cent over 1916. Perhaps the most wonderful thing of all is that the first three months of 1918 will show an increase in gross earnings of about 10 per cent over the corresponding period of 1917, in spite of the unprecedented weather conditions which prevailed throughout the month of January. The brilliancy of this record sheds lustre upon every officer and employe of the Company. It is a record which was made in its entirety by scientific management and the loyalty and efficiency of Illinois Central men.

"Claim agents are not permitted to offer employment in part consideration

of settlements. That is a matter to be handled by the Departments which employ the men, but there is no objection to Claim Agents taking these matters up with division officers and using their influence in behalf of injured employees whom they know to be entitled to consideration at the hands of the Company. Recently, I met a gentleman who is holding a responsible position on this railroad and who had lost a limb on another railroad. That was all right, of course, but it occurred to me that we ought to take a great deal of interest in rehabilitating our own men who have been unfortunate enough to be maimed in our service. The management, I am sure, will listen to our appeals in behalf of our injured employees and we should not hesitate to make the appeals. On account of the war, a great deal of attention is going to be paid in the future to making over crippled men by fitting them to useful employments so that they can earn livings for themselves and their families. I do not think that we should wait for the example to be set for us, but that we should take the lead in this important matter. I do not mean that positions should be found for all maimed employes, but I do mean that we should try and find positions for those who are worthy and loyal and able to render good service in suitable positions."

THE CASE OF VIRGIL C. HAYNES

The case of Virgil C. Haynes is illustrative of what one who has been severely maimed can do for himself if he has the right kind of stuff in him; that is, an unbroken spirit and an indomitable will. Virgil C. Haynes, whose picture, taken in front of the crossing watchman's shanty at Mattoon, accompanies this article, is 27 years of age. He was a sailor on a man-of-war before entering the service of the Illinois Central as fireman on the Indiana Division in October, 1912. He received an honorable discharge from the service of the United States, but he would be in that service today were it not for the fact that on December 26, 1912, he lost his right arm and his right leg in an accident at Effingham, Ill.



VIRGIL C. HAYNES.

After he recovered from his injuries, he applied to Superintendent McCabe for a position and convinced the Superintendent that an opportunity was all he asked, and that if he did not deliver the goods, he would step out and never ask for another opportunity. Mr. McCabe became interested in his case, with the result that Mr. Haynes was put to work as crossing watchman at 21st Street, Mattoon, June 28, 1916. The division officers noticed that Mr. Haynes was very active and efficient as a crossing flagman and that he was never grouchy or pessimistic, but, on the contrary, was always on the alert and looked the future in the face with confidence. Mr. McCabe told Mr. Haynes that he should employ his spare time in studying telegraphy. After that, Mr. Haynes did not lose any time whatever in adopting the suggestion made by the Superintendent. He applied himself diligently to mastering the art of telegraphy. On October 31, 1917, he was examined on transportation rules and since that time has been working regularly as a telegrapher. He is rapidly becoming more efficient each day and fitting himself for useful and remunerative employment during the balance of his life. He is very enthusiastic about his future. This case shows how the Company can help an unfortunate employe who is willing to help himself.

WILL ANSWER QUESTIONS

The Claims Department would like to make a feature of answering questions relating to the handling of claims, both litigated and unlitigated, in this Department of the magazine, and will, therefore, take very great pleasure in answering any questions which may be propounded by employes. The relations between the Claims Department and employes of this system have always been close and friendly, and it is our desire to not only continue these relations, but to make them closer and more friendly, if it is possible to do so. There is no mystery about our method of handling claims. They are handled openly and above board and we endeavor to handle them upon a very high plane. Frequently questions might be asked and answered in private correspondence between employes and this Department which would enlighten employes generally if published in these columns. We trust the employes will not hesitate to ask questions. In a number of the States in which our lines are located we operate under Compensation Acts. These Compensation Acts apply to all cases of personal injury which occur while the employes, at the time of receiving the injuries, are not engaged in interstate commerce. Very close questions frequently arise in regard to when an employe is engaged in intrastate commerce and when he is engaged in interstate commerce. These questions are at times so close that even lawyers cannot determine them and they are not determined until the Courts of last resort decide them. Consequently, there may be questions asked which we cannot answer, but we will undertake to answer such questions as have been decided. We particularly would like for conductors, engineers, firemen, brakemen and switchmen to ask questions about what should be done in cases of accidents involving personal injuries. When such questions come in, we will be glad to answer them, and then all the employes can read the questions and answers and in this way all concerned can be kept well informed.

Absolute knowledge I have none,
 But my aunt's washerwoman's sister's
 son
 Heard a policeman on his beat
 Say to a laborer on the street
 That he had a letter just last week
 Written in the finest Greek
 From a Chinese coolie in Timbuctoo
 Who said the niggers in Cuba knew
 Of a colored man in a Texas town
 Who got it straight from a circus clown
 That a man in the Klondike heard the
 news
 From a gang of South American Jews
 About somebody in Borneo
 Who heard a man who claimed to know
 Of a swell female society rake
 Whose mother-in-law will undertake
 To prove that her seventh husband's
 sister's niece
 Has stated in a printed piece
 That she has a son who has a friend
 Who knows when the war is going to
 end.—*Exchange.*

CALF CAUSES TROUBLE

C. M. Chipman, a farmer living near Ripley, Tenn., filed suit against the Company for the value of one calf which was killed on road crossing near Flippin. He filed suit without presenting claim to the Company. The value of the calf was \$15.00. The claim was predicated upon the fact that the calf collided with a locomotive on a public crossing. Mr. Chipman thought this constituted negligence on the part of the Railroad Company, though he did not claim that the calf stood on the crossing and that the engineer and fireman should have seen it in time to have stopped the train, and chased the calf away. Mr. Chipman simply testified in the trial to the truth, which was that the calf was struck and killed on the crossing. In order to defend this case, the Company had to take a train crew out of the service and pay

them for their time while attending court. The Company won the case, but it cost two or three times the value of the calf to do so.

FATHER OF DEAD HERO HITS HUMAN LEECHES"

To the Editor: The human (?) leeches are getting in their work early. Hardly had I received official notice from the government that my son had been killed by the sinking of the *Tuscania* than I received a communication from a so-called claim agency at Washington wanting to "handle" my claim for insurance against the United States government. Through the columns of the *Herald* I wish to inform my friends that our government will attend to their claims in due time without the help of a shyster lawyer.

S. E. Hutchins, M. D.

*Whitehall, Wis., Feb. 22. Chicago
 (Ill.) Herald February 25, 1918.*

A MEAN MULE

Last Wednesday when the Pumpkin Hollow accommodation on the S. M. railway bumped into Hank Parsnip's bay mule on the Bear Creek crossing the mule reared back and spilled the engine and caboose in Abe Spark's cabbage patch, and Abe is now suing the Slow Poke Railroad for damages to his sauer kraut prospects. The head cheese of the company wants to raise the money to pay the damages by swearing out a warrant against Hank and his mule, but the lawyer in the case says the mule acted in self-defense and had a perfect right to deal with the onrushing locomotive in any manner he saw fit. The Slow Poke Railroad is issuing orders that hereafter all mules take the side-track when the regular train wants to go by.—*Belsoni Banner.*

Accounting Department

The Manibill, the Unibill and the Multibill Plans of Billing Freight

By W. D. Beymer, Comptroller, Illinois Central Railroad Company, Chicago, Illinois

INTRODUCTION.

There is a shortage in the clerical forces of carriers which will become aggravated with the continuance of the war unless means are found for reducing the volume of work. It is not improbable that the shortage may become so great that a serious accounting situation will arise because the traffic will have to be handled regardless of the accounting and the latter will suffer first and most. A chaotic condition is not inconceivable nor is it difficult to visualize the current and after effects thereof. The Chairman of the Executive Committee of the Special Committee on National Defense states in his Bulletin 42 of November 15, 1917:

"The railroads generally are very short-handed, some of our constituents reporting a net shortage of 12½ per cent. in the number and a much larger percentage of loss in the efficiency of its employees, because of the necessity of filling vacancies with unskilled and inexperienced men."

Publicity is given herein to a new and original plan of billing freight to save labor and expedite the handling of cars and freight in the belief that the subject will be of unusual interest at this time.

The use of the Unibill (Chicago-Rockford), Manibill and Multibill plans of billing freight, described herein, together with the combination forms used therewith, will reduce work wherever substituted for separate waybills and freight bills as made for at least nine hundred million shipments each year by the carriers of the country.

The manibill in the unit form was devised and put into effect on the Central of Georgia Railway in 1900, but in this form it is not adapted to the traffic of the larger carriers. The blanket manibill is a combination of three unit manibills to produce totals corresponding to the blanket waybill and reduce the number of items to be handled in the accounts. The two forms by themselves are insufficient but must be used in connection with the Chicago-Rockford plan to be most effective.

The following is a comparison of the writings or entries made under the waybill and manibill plans of billings:

Waybill	At the Forwarding Station	Manibill
1. The waybill		1. The manibill
2. The prepaid freight bill		2. The combined abstract and register
3. The abstract to accounting department		
4. The register of prepaid bills to cashier		
	At the Receiving Station	
5. The freight bill		3. The combined abstract, register, cashier's memorandum and notice.
6. The register to cashier		
7. The abstract to accounting department		

The Chicago-Rockford plan (renamed "The Unibill") was first used between Chicago and Rockford by the Illinois Central Railroad in August, 1917. The manibill is the logical complement of the Chicago-Rockford plan, and is best adapted to the larger carriers in connection with the multibill.

The multibill provides the cashier's memorandum, notice of arrival and other documents required only at the large destination stations, in combination, at one writing with the register to cashier, a record necessary at destination for every shipment received. This form makes possible the use of a manibill of the minimum number of parts required at all but a few large destination stations and makes practicable the use of the manibill by the large carriers.

A complete scheme of billing to avoid the use of the waybill as a separate document is based upon the use of the three plans in conjunction with each other. Alike in principle, but differing in detail, they do not conflict in operation.

These three plans were devised by the writer to meet the needs of the carriers he represented at the time they were originated, viz., the unit manibill in 1899 to make

possible the use of the typewriter with the newly invented tabulator and to save the cost of making waybills; and the Chicago-Rockford and multibill plans in 1917 to apply the manibill principle to a larger volume of traffic.

W. D. Beymer.

Chicago, Ill., February 1, 1918.

1

A SUBSTITUTE FOR THE WAYBILL

When freight was first carried by rail, the transportation and accounting methods of the sea and canal were closely followed and the ship's "bill of lading" and "manifest" were made under the same names to serve similar purposes as for water transportation. As necessity demanded, more suitable methods and forms were devised and new names were adopted until today we have the waybill, the manifest of thirty years ago, to cover, according to an accepted definition, the "service which has been and is to be performed," and the freight bill, quoting from the same authority, "showing the service rendered."

The waybill and the freight bill are the two documents essential under ordinary methods to the transportation and delivery of freight and collection of charges thereon, the one made at the forwarding station and the other at the receiving station for collect shipments and an additional freight bill at the forwarding station for prepaid shipments. The distinctive difference between the waybill and freight bill is that the former may cover a number of consignments while the latter is limited to one consignment. They carry fundamentally the same information, but the waybill carries incidental endorsements which should not appear on the freight bill such as icing and weighing instructions, notation of condition, etc., so that if the two documents are combined to be made at one and the same time, provision must be made for endorsements on the waybill that will not appear on the freight bill for delivery to the consignee at destination; otherwise the two forms may be identical as to the written matter.

Another document issued at the forwarding point, at which the waybill is made, is the prepaid freight bill which may be identical in form with the freight bill for use at destination except as to the location of the word "Debtor" as the shipper is the debtor in one case and the consignee in the other. Although the prepaid freight bill does not necessarily carry all of the information that appears on the destination freight bill, none of the information thereon is objectionable and may properly appear on the prepaid freight bill. If the freight bill may be made at the forwarding point at the same writing as the waybill, it follows that the prepaid freight bill, which may be a duplicate of the former, may also be made at the same time.

The first question that arises in attempting to combine the three forms is whether a copy of the waybill should be made to serve as the freight bill, or a copy of the freight bill should be made to serve as the waybill. It is necessary to consider the relations with the public and with other carriers, adaptability to accounting methods, etc. A change affecting shippers would be objectionable and the freight bill, therefore, has been adopted as the form after which to pattern, as thereby the form to which the public is accustomed will be continued in use. Furthermore, a form patterned after the freight bill is best adapted to the typewriter and adaptability to the machine is necessary to a modern scheme of billing.

The freight bill is the only accounting document in which the public is interested and it is an important paper because it is the basis of settlement between carrier and shipper or consignee and is used by the latter in computing his costs and fixing his sales prices. The freight bill being the essential document for every freight transaction, has been adopted as the pattern for the form devised to take the place of both the waybill and freight bill, i. e., the manibill.

2

THE WAYBILL MAY BE ABANDONED

The following is a comparison of the spaces for information provided on the forms of way-bill and freight bills adopted as standard by the Association of American Railway Accounting Officers.

Waybill from	Final destination
Waybill destination	Routing beyond billing destination
Waybill date, series and number	Number packages, articles, etc.
Car reference	Weight
Connecting line reference	Rate
Previous waybill reference	Freight
Original point of shipment	Advances
Name of shipper	Prepaid
Name of consignee	

Spaces on the waybill that are not on the freight bill and which are provided on a detachable stub to the freight bill part of the manibill:

Scale weights

Instruction for icing, ventilation, stopping,

Capacity and stencilled weight

weighting, etc.

Spaces on the freight bill that are not on the waybill:

Freight bill date and number

These comparisons, which show that the documents are practically alike, indicate that one of them is unnecessary and that the freight bill, which is an essential document, could be made to serve every purpose of both, if the accounting difficulties could be overcome. The problems involved in abandoning the way-bill have been solved and one solution is presented herein, consisting of the Unibill (Chicago-Rockford), the Manibill and the Multibill plans.

To accentuate the defects in the waybilling system assume the forwarding or way-billing force to be in one room and the receiving or freight-billing force in another under one roof and one agent. The forwarding force would copy the bill of lading on the waybill form, which is ordinarily 14x8½ inches in size. Assume that the bills of lading are then passed to the receiving force in the next room and copied on the freight bill 8½x5½ inches. In effect this is what is now done except that the freight bill is made from the waybill, an intermediate document, instead of direct from the bill of lading as suggested in this illustration. With the manibill, the freight bill is made from the bill of lading (shipping ticket), but the waybill is also made at the same writing.

If the work at the forwarding and receiving agencies could be brought together in adjoining rooms, will any one claim that two writings of the same information would be permitted? The answer would be emphatically—No. The amount of work involved and the errors made would immediately condemn the plan.

Assume that these two forces are separated by a distance of 75 miles. Waybills cannot be completed until after freight is loaded into cars ordinarily late in the afternoon for warehouse freight, requiring that the office force work late making waybills. The freight bills are required before delivery of the freight and the billing force is required to report early to prepare them in time to avoid delay in the delivery of the freight. The one force works late to write the waybills on the horizontal forms 14x8½ inches and the other force reports early to write the same information on the freight bill form 8½x5½ inches. Is it conceivable that such a plan would be followed if the two forces were in adjoining rooms under the same supervision? Do not the criticisms of such a plan apply with equal force where the work is separated by a few miles of distance? If true with a separation of 75 miles, is it not equally true of any distance? There can be but one answer and that is that the two accounting documents should be prepared at one and the same writing.

3

WHY THE WAYBILL SHOULD BE ABANDONED

More than 900,000,000 freight bills are issued each year. The saving from the abandonment of the waybill would amount to a large sum.

It is a common practice to forward waybills by mail and have the freight bills made by night forces, both of which expediences to avoid delay in unloading and delivering the freight may be abandoned. When the waybills accompany the freight the unloading and delivery of freight to consignees is frequently delayed while freight bills are being prepared, or another expediency is adopted of blind checking the freight from cars, but both delay and expediency are avoided under the new plans. The cars may often be unloaded more promptly and made available for other service.

The delivery of freight to consignees will be expedited particularly at the small stations where freight may be run from cars to drays without delay for the preparation of freight bills and without resorting to the irregularities commonly practiced of delivering without taking receipts or collecting freight charges, in order to avoid delay.

The benefits from more general use of the typewriter that will follow the adoption of forms that may be written on an ordinary correspondence machine are apparent. At least seventy-five per cent. of billing will be typewritten and only by prohibiting the use of machines will any other result be experienced; unless prohibited, agents and bill clerks will furnish their own typewriters to lessen and ease their work. Occasionally a local freight conductor will use a typewriter for freight picked up at non-agency stations.

Complaint will no longer be made by consignees and the Interstate Commerce Commission of illegible and incomplete freight bills as the use of typewriters will remedy one cause of complaint and complete copies of waybills used as freight bills will remedy the other.

About one-fourth of all shipments are prepaid and it is the general practice to

write prepaid freight bills subsequent to billing the freight, although various expedients have been adopted to overcome this in isolated spots. The prepaid freight bill will be written at the same time as the destination freight bill, saving the cost of writing, and they may be delivered to shippers immediately upon billing the freight.

Shippers make the bill of lading, the forwarding agent makes the waybill and separately the prepaid freight bill and the destination agent makes the freight bill and often separately the notice of arrival, all containing practically the same written matter. All of these documents may readily be made at one writing for freight loaded direct into cars by shippers and at two writings for other freight. Every rewriting affords opportunity for error and a change in methods would be warranted by the avoidance of errors and a reduction in loss and damage payments even though no saving in labor were effected. Both the shipper and the carrier will profit from the combination of the bill of lading and shipping ticket with the freight bill in the manner explained herein.

Card waybills may be abandoned wherever the waybills are now sent by mail to reach destinations in advance of the freight. The card waybill is identical with the waybill as to written matter, except as to the charges on the latter. It should be possible to prepare the accounting document while the freight is being loaded or switched and experience indicates it can be done in most cases where card waybills are now used.

It is impossible to state all of the advantages of the three plans over the waybill plan of billing freight, but a few of them are briefly stated below, although it is not claimed that all will be experienced by any one carrier:

1. The cost of making waybills is saved.
2. A prepaid freight bill for collection from the shipper on the credit list is made at the same writing as the waybill, freight bill, etc., without appreciable additional labor, saving the cost of preparation thereof under the waybill system.
3. Shipments may be billed faster on the freight bill than on the waybill form.
4. A bill for each shipment may be completed at one operation immediately after freight is loaded without regard to any other shipment, whereas with the blanket waybill time is required to bill and add all of the shipments thereon or it is made piecemeal involving lost motion.
5. Each bill is ready for delivery to the conductor or for forwarding immediately upon writing independently of all other bills and, therefore, may be completed sooner after loading than is possible with the blanket waybill unless made piecemeal.
6. Prepaid freight bills may be presented and charges collected more promptly from parties on the credit list.
7. The ordinary correspondence typewriter with 7½-inch writing line may be used. They cost less and may be operated faster than the wide carriage machines required for the waybill.
8. Inasmuch as freight bills are made at the billing station instead of destination the entire cost of freight-billing machines at the latter is saved.
9. By using a form that may be written on the ordinary correspondence typewriter, all machines become available for billing and the percentage of typewriter billing is greatly increased. Employees at the small agencies and even conductors use typewriters bought for their own convenience.
10. For freight originating at non-agency stations delay to trains for the preparation of way bills at agency stations is avoided.
11. Because of the greater use of the typewriter that follows the use of small forms, the number of errors from illegible writing is materially reduced.
12. The various parts of the bill immediately upon receipt may be distributed and used for different purposes at the same time.
13. Impression copies of the accounting department copy taken by the destination agent provide him with all of the information on the originals in case the latter are forwarded to the accounting department.
14. A book record of waybills is unnecessary as impression copies of the waybills together with the received abstract form a cheaper and better record.
15. Freight can be checked out of cars faster from the freight bill than from the blanket waybill.
16. Freight can be delivered more promptly under the manibill system as there is no delay for the preparation of the freight bills and delivery receipts.
17. Improper deliveries of freight and collection of charges due to errors in making freight bills at destination are avoided.
18. At small stations freight may be delivered from the car door and receipts given and taken without delay.
19. The use of the manibill reduces errors in checking freight of the same character for different consignees.

20. A change in an extension of a blanket waybill necessitates correction also of totals, whereas one correction only is necessary with the unit manibill.

21. When a shipment is held en route there is no necessity for splitting a waybill or delaying the remainder of the freight thereon.

22. The form of freight bill is more satisfactory to consignees as it contains all of the extensions which are of assistance in pricing goods.

23. Inasmuch as the size of the waybill part of the freight bill is smaller than the waybill there is a reduction in the cost of stationery.

24. The preparation of billing is so facilitated by the use of the freight bill and the work at destination is so much reduced that the card waybill may be practically abandoned.

4

THE UNIBILL

(The Chicago-Rockford Plan)

(Forms 166-5 and 704)

For merchandise moving in large volume in solid carload lots between important points one accounting manibill (or waybill) from each billing point to each billing destination should be made for the entire movement of a day, but this one bill may be eliminated, if desired, by using a copy of the register in lieu thereof.

Under this plan the forwarding agent will make the freight bill and register to cashier required by the destination agent, retaining copies for his own use. A separate series of freight bill numbers, under a uniform prefix, will be run at each billing point for each billing destination to which the plan is applicable; a separate prefix will be assigned to each billing station and will indicate to the agent at destination on what register the item will be found as a separate register will be maintained at each destination for each station billing under this plan. These freight bills will not be abstracted to the accounting department as all accounting will be based on the register (Form 704) carrying totals corresponding to the blanket waybill, except that one register will cover all shipments to each destination regardless of the number of cars in which loaded.

A unit manibill (or waybill) numbered in the regular series and herein designated as the accounting manibill, will be made for the totals of each register and will recite the initials and numbers of the cars in which the freight is loaded, the beginning and ending freight bill numbers and the general character of the freight. If any separation of tonnage is required for statistical purposes, such as between freight originating locally and that coming from connections, two columns may be provided on the register in order that the weight may be classified without additional labor while writing the register; the subdivision of the weight will be shown on the manibill. If so many subdivisions are necessary that it is impractical to carry a sufficient number of columns on the register, the agent will classify the tonnage in his own way and show the subdivisions on the accounting manibill for the total of the day's business represented by each register.

The accounting manibill supported by the register in duplicate with the freight bills attached thereto will be sent to the agent at destination by whom the revenue will be revised and all documents corrected if in error. The accounting department portions of the freight bills and of the manibills will be press copied for the destination agent's record and all fastened together, the accounting manibill on top, will be sent to the accounting department with the abstract on which the latter only will be entered.

Both forwarding and receiving agents will abstract to the accounting department only the accounting manibill carrying the totals of the register of the day's merchandise business to each station.

The prepaid freight bill will be made at the same writing as the freight bill made at the forwarding station for the receiving station.

The work ordinarily done at the receiving station is transferred to the forwarding station and the work done at the forwarding station is eliminated, except as to the one accounting manibill for the totals of the register for each destination station. No more than one item will be abstracted each day from each station to each station, between which the plan is applied regardless of the amount of merchandise moving between the two points.

The effect of this plan is well illustrated by the results at the points where first put into effect and from which it has been named, i. e., from Chicago to Rockford on the Illinois Central Railroad. Under the old plan 65 waybills were made for 265 consignments moved on two days, but under the Chicago-Rockford plan only two waybills would have been necessary. A comparison of items written under the two plans is as follows:

At Stations	Waybill Plan	Unibill Plan
1. Waybills—consignments billed	265	0
2. Waybills—abstracted—forwarding Station	65	2
3. Waybills—abstracted—receiving station	65	2
4. Freight bills	265	265
5. Prepaid freight bills.....	106	0
6. Register to cashier	(Same under both plans)	
In Accounting Department		
7. Items audited in accounts.....	65	2
8. Cards punched	65	2
9. Total items affected	896	273

(On the Illinois Central Railroad items 3 and 6 have been written at one time, but not so shown above, as the purpose is to indicate the methods prevailing with many carriers.)

The freight bill used under the Chicago-Rockford plan will consist of as many parts, made at one writing, as are made at both stations under the manibill and multibill plans. The plan should be limited to the larger stations which are supplied with typewriters enabling them to make as many copies as are necessary at one writing.

5

THE BLANKET MANIBILL (Form 78)

For less than carload freight not handled in sufficient volume in solid carload lots to come within the Chicago-Rockford plan, but heretofore handled on blanket waybills, the blanket manibill should be used. This carries three consignments, but may be extended to cover an indefinite number of consignments under one number by carrying forward the totals from sheet to sheet and fastening together the several sheets of the waybill portion. The totals of the several consignments at the bottom of the form will be abstracted.

Under this plan the forwarding agent will make **at one writing** the waybill, freight bill and prepaid freight bill, or what is ordinarily done with **three operations** and without more work than required to write the freight bill alone under the waybill system. The abstracting at the forwarding station will be the same as under the waybill system. The blanket manibill consists of the waybill, freight bill, delivery receipt, forwarding agent's copy and, by insertion the prepaid freight bill.

Receiving agents will make a combination abstract to the accounting department and register to cashier and at the same writing, at the large stations, will make a cashier's memorandum and notice of arrival under the multibill plan.

Under this plan all merchandise shipments not subject to the Chicago-Rockford plan will be covered by the same number of manibills to be abstracted as under the waybill system. Assuming 1,000 shipments one-third prepaid, moved on 300 waybills, a comparison of entries under the two plans would be as follows:

	Waybill Plan	Manibill Plan
Waybills—consignments waybilled	1,000	1,000
Waybills—abstracted—forwarding station.....	(Same under both plans)	
Waybills—abstracted—receiving station.....	(Same under both plans)	
Prepaid freight bills.....	333	0
Freight bills	1,000	0
Register to cashier.....	(Same under both plans)	
Total items affected.....	2,333	1,000

(The number of items to be audited and card punched will be the same under both plans.)

6

THE UNIT MANIBILL (Forms 76 and 77)

For all other traffic than that covered by the Chicago-Rockford plan and the blanket manibill, the local (unit) manibill should be used. This consists of the waybill, freight bill, delivery receipt, forwarding agent's copy and, by insertion, the prepaid freight bill. For shipments containing a large number of items a unit manibill 8½x11 inches (Form 77) has been provided. Unit manibills should be furnished printed two to a sheet, as well as single, to save labor in inserting carbon paper. The parts may be united in any manner now employed for freight bills.

7

THE MANIBILL—GENERAL

Under this plan the separate writing of one document will be saved for all collect shipments and the writing of two documents will be saved for all prepaid shipments.

The waybill portion of all forms of manibills will be written with the typewriter and copying ribbon or with copying pencil; all notations, check marks, etc., by conductors and agents will be made with copying pencil. The agent at destination will take an impression copy of the waybill portion before sending it to the accounting department and will thereby have a complete record containing all notations, etc.

The manibill is necessarily limited to not more than four parts (the original and three carbon copies), which is the largest number that may be legibly written with copying pencil. Additional parts required at the large destinations will be made under the multibill plan by carbon process at the same writing with the register to cashier, thus providing for the needs of both large and small stations, without more writing than is necessary to make the waybill at the forwarding point and the register at destination and without useless parts anywhere.

When additional copies are required at the forwarding station for use in traffic representatives and others, copying carbon paper may be used in making the forwarding agent's copy and the required copies be made therefrom, or the necessary copies may be made by carbon process.

The carbonization of the blanks is not an essential part of the scheme, as the use of carbon paper will obviate the necessity therefor, but those adopting the forms should carefully compare the additional cost of the carbonized strips or spots with the cost of carbon paper and of the insertion thereof to accomplish the same purpose.

Manibills in the forms enclosed herewith may be made on any correspondence machine and the forms may be readily adapted to any special machine suitable for freight billing.

Additional forms of the manibill are as follows:

Combination of bill of lading, waybill and freight bill for issuance by shippers on a reciprocal basis.

Combination of conductor's waybill, bill of lading, waybill and freight bill.

Combination of company's material waybill and freight bill.

Combination of over report, waybill and freight bill.

(These forms will be furnished upon request.)

8

THE INTERLINE MANIBILL

Reciprocal arrangements may be made with other carriers for the use of an interline manibill. The waybill and forwarding agent's copies only will carry the name of the issuing carrier and the name of the destination carrier will be written with typewriter or pencil in the space on the freight bill, delivery receipt, etc., corresponding to that occupied by the name of the initial carrier on the waybill portion. The heading of the waybill will read:

"ILLINOIS CENTRAL RAILROAD

To.....(Railroad)"

and the name of the destination carrier will be inserted with the typewriter or pencil on the other parts at the time the manibill is written or the freight bill, delivery receipt, etc., for the destination agent could be left blank as to the name of the railroad which may be inserted by destination agent by stamp or otherwise.

For freight received on interline waybills, agents at destination will make freight bills, using the "Chicago-Rockford Plan" forms at the large stations and the Manibill at the small stations.

9

**THE PREPAID FREIGHT BILL
(Forms 167 and 167-A)**

The prepaid freight bill is made to register with all destination freight bills used under the Chicago-Rockford and manibill plans and will be made at the same writing therewith. When typewritten this is accomplished by the use of a device by which the prepaid bill is automatically lined up with the freight bill with which it is written. Thus the prepaid freight bill, the waybill and the destination freight bill, ordinarily made at three writings, are made at one and the same time at one writing.

10

**THE MULTIBILL
(Forms 88 and 91)**

The various forms of manibills for use on the Illinois Central Railroad include only such parts as are required at the medium and small-sized destinations, at which the cashier's memorandum is not used (the entries being made direct to the cash book

as freight bills are paid) and notices of arrival are issued for only a small percentage of shipments received.

The difficulty in providing the additional parts of the freight bill for large destinations has no doubt been the cause of the rejection of the manibill by the larger carriers. The issuance at forwarding stations of special forms for shipments to large destinations has been necessary or the general use of a form sufficient for them has resulted in unnecessary parts at the small stations at a loss of labor and stationery. The additional parts required at the large destinations could be supplied by writing them thereat, but this would be equivalent to writing the freight bills and would, therefore, offset any advantages that would otherwise accrue from making the freight bills at the same time as the waybills.

To overcome these obstacles to the adoption of the manibill the multibill plan was devised under which the cashier's memorandum and notice of arrival are made by carbon process without added labor at the same time as the register to cashier, a necessary record at all large stations. This is accomplished by grouping those columns of the register containing the information required on the two documents and providing by added columns or by doubling the use of columns such additional information as may be necessary and superimposing the memorandums and notices on the register in such a manner that all are written at one time. This involves the use of a special attachment to the typewriter which may be applied to any typewriter at little or no expense or is included with the equipment of the special abstracting machines of the several makes.

This combination of the abstract, register, cashier's memorandum and notice of arrival makes possible the issuance at forwarding stations of a form of manibill that will meet the needs of small and medium-sized stations without unnecessary parts since large stations may supply their needs by means of these parts written simultaneously with the register to cashier.

The multibill plan is a solution of a problem that has confronted the large carriers when attempting to adapt the manibill to their conditions.

11

EQUIPMENT REQUIRED

Typewriters are necessary for preparing freight bills under the Chicago-Rockford plan because the number of parts required could not be satisfactorily made with a copying pencil. Typewriters are not essential for any other part of these plans, but are desirable under the multibill plan for making the combined abstract, register to cashier, cashier's memorandum and notice of arrival. This limits the necessary use of typewriters to the few billing points making freight bills under the Chicago-Rockford plan and to the large stations requiring the cashier's memorandum.

The typewriter should be supplied more generally than may be essential for the plans of billing because the forms were specially designed for the typewriter and great speed in billing is possible therewith. Exhaustive tests have shown that 25 per cent greater speed can be made with the typewriter than with the pencil for manibilling, and it would be profitable to use the machine wherever the number of shipments is sufficient that the saving of time would justify the expenditure for machines.

The wide carriage typewriter now used for waybilling may be reapportioned to those stations that will use the multibill plan, since the machines used for freight billing will be best suited to all forms of manibills, while those used for waybilling may be used under the multibill plan, after slight changes, by adding an attachment for holding the cashier's memorandum. All typewriters should have tabulator stops.

Baggage and Mail Traffic Department

Order of the Postmaster General

Restrictions on Mailing of Parcels to American Expeditionary Forces

Office of the Postmaster General.
Washington, March 28, 1918.

Order No. 1259.

On and after April 1, 1918, parcels for members and individuals connected with the American Expeditionary Forces in Europe shall not be accepted for mailing or dispatched unless they contain such articles only as are being sent at the written request of the addressee, approved by his regimental or higher commander or an executive officer of the organization with which he is connected.

A. S. BURLESON,
Postmaster General.

Office of Third Ass't Postmaster General,
Washington, March 28, 1918.

Postmaster and postal employes are instructed to give wide publicity to the foregoing Order No. 1259, prohibiting the acceptance for mailing to members of the American Expeditionary Forces in Europe of parcels containing articles other than those which are being sent at the written request of the addressee, approved by his regimental or higher commander or an executive officer of the organization with which he is connected.

Postmasters must secure the assurance of the sender in each case that all the articles contained in the parcel are sent at the addressee's approval written request, and that such request is inclosed in the parcel, by requiring the sender to place on the wrapper of the parcel under his name and address the following indorsement:

"This parcel contains only articles sent at approved request of addressee, which is inclosed."

The approved written request shall be inclosed in the parcel.

Parcels containing articles not being sent in accordance with such approved written request shall not be accepted for mailing. Such parcels when offered for mailing shall be returned to the sender.

The foregoing order and instructions are issued at the request of the War Department and in pursuance of an order of that Department dated March 26, 1918, which provides as follows:

"In future, shipments of any articles to members of the American Expeditionary Forces abroad will be limited to those articles which have been requested by the individual to whom same are to be shipped, such request having been approved by his regimental or higher commander. Parcel-post shipments will be accepted by the Post Office authorities and other shipments by express or freight companies only upon presentation of the above approved request in each individual case."

The Post Office Department believes that this action is prompted by military necessity and that the public will cheerfully acquiesce in it. Postmasters are hereby instructed to enforce it rigidly.

A. M. DOCKERY,
Third Assistant Postmaster General.

FROM THE LAW DEPARTMENT



Commerce Decisions

Demurrage charges do not stop accruing pending settlement of dispute.—In *Ewing v. Spokane International Ry. Co., et al.*, 48 ICC 416, the Commission said: “Demurrage of \$6 accrued at destination on account of the consignee’s contention that the shipment had been misrouted and its refusal to pay charges at a rate higher than 52 cents. When this amount of demurrage had accrued the delivering line consented to deliver the shipment on the basis of the 52-cent rate plus the accrued demurrage, with the understanding that the matter of misrouting would be settled later. The demurrage charges thus accrued during the pendency of a dispute as to the lawful rate, and as the consignee refused to pay the rate legally applicable over the route of movement, they were properly assessed. Conf. Rulings 32 and 220e; *Peller v. P. R. R. Co.*, 40 ICC 84.”

When rate and route conflict—agent’s duty.—In *Ohio Salt Co. v. B. & O. R. R. Co., et al.*, 48 ICC 423, the shipper tendered to the carrier a bill of lading specifying the route and also a rate which did not apply over any route. The Commission did not find the combination rate applied unreasonable, but held that the shipment was mis-routed by the initial line. The opinion proceeds:

“Defendants contend that the shipment was not misrouted, and deny that the rate charged was unreasonable. Defendant Baltimore & Ohio also urges that the rates beyond Cleveland were not and could not be known to its agent at Rittman. But that agent should not have accepted the bill of lading with both route and rate inserted until, if unable to check them from his station files, he had confirmed them upon inquiry from appropriate sources. The conflict between the routing instructions and the rate named made it the duty of the initial carrier to obtain further and definite instructions from the consignor, and its failure to perform this duty renders it liable for the additional charges resulting from the misrouting. *Union Saw Mill Co. v. St. L. I. M. & S. Ry. Co.*, 40 ICC 661, 665.”

Specific routing observed.—In *McCaull-Dinsmore Co. v. C. B. & Q. R. R. Co., et al.*, 48 ICC 508, the Commission said: “We have uniformly held that where a consignor specifies routing by a carrier which, in connection with the originating line, forms a through route from point of origin to destination, the initial carrier cannot be charged with having misrouted the shipment if it bills it over that route instead of selecting a cheaper route in which those carriers participated, but with a third carrier intervening. *Stebbins v. D. L. & W. R. R. Co.*, 42 ICC 150.”

Reconsignment maximum charge.—The Commission reaffirmed the *Central Commercial and Doran Cases*, 27 ICC 114, 33 ICC 164, 523, holding that where a shipper reconsigned at Potomac Yard, Va., to Jeannette, Pa., a carload of cullet originally consigned from Winston-Salem, N. C., to New Kensington, Pa., no reconsignment privilege being accorded by the tariff, the exacting of the combination rates on Potomac Yard resulted in the payment of unreasonable rates

and that the carriers should have permitted the diversion on the basis of a through rate plus a maximum charge of \$5.00 for extra service incident to the diversion. *American Window Glass Co. v. Southern Ry.*, 48 ICC 451.

Limitation of liability—Cummins Amendment—Rates requiring declaration of value. In *Williams v. Hartford & New York Transportation Co., et al.*, 48 ICC 269, the Southern Classification provides ratings on soap in containers other than glass and earthenware in any quantity, depending upon the value of the soap declared in writing by the shipper. The Commission held that the rates based on such classification ratings, which were in effect when the Cummins Amendment of August 9, 1916 was approved, and which rates the carriers have not been authorized or required to maintain by order of the Commission, are unlawful. The Commission cites the Cummins Amendment Case, 33 ICC 882, Express Rates, 43 ICC 510, and the opinion proceeds, p. 274:

"We think that the principles announced in that case, which were followed in Live Stock Classification, 47 ICC 335, are controlling here. Under the act, as now amended, we cannot fairly or effectively differentiate between released rates and rates based on actual value, for the reason that *carriers can have no knowledge of the actual value except as declared by the shipper.* In view of the fact that the rates assailed require a declaration of value by the shipper, and were published without our authority, we are of the opinion that they are unlawful. The record does not afford a satisfactory basis for the fixing of proper rates for the future. The case will be held open pending the publication of rates revised in accordance with our conclusions herein. If this is not done within a reasonable time, the matter may be called to our attention and the case will be assigned for further hearing with a view to making an adequate record upon which to base an order for the future."

New order in Shreveport Case.—In *Railroad Commission of Louisiana v. A. H. Terminal Ry. Co., et al.*, 48 ICC 312, opinion by Chairman Hall, the Commission's report on rehearing reviews the previous reports in this case, viz., 23 ICC 31, 205 Fed. 380, 234 U. S. 342, 34 ICC 472, 41 ICC 83, 43 ICC 45, and 48 ICC 283, and then prescribes a new schedule of maximum class and commodity rates for use between Shreveport, La., and points in Texas interstate common point territory, effective May 1, 1918. As to certain other commodities, carriers are required to establish between the same points rates "that shall not exceed the class rates as reasonable maxima for the classes to which those respective commodities belong for like distances." The carriers are required to cease collecting for transportation between Shreveport and points in Texas any higher class rates or higher rates on the commodities named, than they contemporaneously maintain and apply to the transportation of like property for like distances between points in the state of Texas, with certain exceptions named under the head of points on or near the Gulf of Mexico; and that they must apply between Shreveport and points in Texas "the provisions of the Western Classification in effect at the time such traffic moves, with such exceptions as are applied on interstate traffic between points in Texas and points in contiguous states north and east thereof, as stated in Southwestern Lines Classification Exceptions and Rules Circular," and that the carriers must abstain from maintaining between Shreveport and points in Texas any other or different classification rules, or any other higher rating or carload minimum, than they contemporaneously maintain and apply to the transportation of like property within Texas.

Refrigeration charges sustained.—In *Unit Marketing System Case*, 48 ICC 510, shippers of vegetables in the Southwest complained of the carriers' rule assessing refrigeration charges on carload shipments of precooled vegetables in refrigerator cars, initially iced by the shipper and tendered to carriers for interstate markets with instructions not to re-ice in transit, as being unreasonable, and

they ask that such cars be transported to St. Louis at a charge of \$7.50 per car in addition to the transportation rate. The Commission found that the application of stated refrigeration charges on such shipments was not unreasonable.

Higher carload minimum weight on potatoes in summer than in winter.—In Northern Traffic Association v. B. & O. R. R. Co., et al., 48 ICC 303, opinion by Commissioner Clark, it was held that on shipments of potatoes in carloads from points in Minnesota to certain points in Official Classification territory east of Illinois-Indiana line, the carriers have justified for all cars of not less than 1,615 cubic feet capacity a minimum of 36,000 pounds during the months of October to April, inclusive, and for all cars a minimum of 30,000 pounds during the months of May to September, inclusive.

Adjacent foreign country.—A wholesale dealer in lumber at Spokane, Wash., complained that rates from Waldo, B. C., to various points in North Dakota are unreasonable and unjustly discriminatory. The traffic enters the United States at Gateway, Mont., which is 15 miles south of Waldo, both on the Great Northern Railway. The plaintiff contended the rates from Waldo are unreasonable and unjustly discriminatory to the extent they exceed the rates from Gateway to the same points; in other words, that the Canadian point of origin is subjected to unreasonable, discriminatory, or prejudicial rates; but the Commission held that this case is governed by International Paper Co. v. D. & H. Co., et al., 33 ICC 270, where it was said it is well settled by numerous decisions that the extent of the Commission's authority in connection with transportation to an adjacent foreign country where it was said it is well settled by numerous decisions that the extent of the United States; that the Commission cannot require the maintenance of joint rates from Canada into the United States nor control the charges that carriers in Canada may make for transportation service in that country; that the Commission may require carriers to cease from continuing joint rates complained of and establish their own rates for the service within the United States, and that in this event the traffic would then move on combination of rates. The complaint was accordingly dismissed. Good v. Great Northern Ry. Co., 48 ICC, 435.

Lady's Coat Recovered, Owner Expresses Thanks to the Agent

Chicago, Ill., March 11, 1918

R. E. Conway, Ticket Agent,
Illinois Central Railroad Co.,
Kankakee, Ill.

Dear Sir:

The writer rushed in to get a ticket at your office last evening and left his wife's heavy coat behind him, which you are so kindly forwarding.

Wish to thank you for your thoughtfulness and as the writer expects to be in Kankakee, in a short time will be glad to call on you.

Thanking you again for your kindness in this matter, I remain

Very truly yours,

F. J. LEWIS MFG. CO.

By J. L. Hagaman.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Chicago Terminal.

During February the following gatekeepers lifted commutation tickets account of being in improper hands: Eleanor Jacobs and R. Fraher.

St. Louis Division.

Conductor J. H. Davis on train No. 203, February 8, lifted going portion of employe's trip pass on account returning portion being missing and collected cash fare.

Mississippi Division.

Conductor B. B. Ford on train No. 2, February 8, lifted going portion of trip pass on account returning portion being missing and collected cash fare.

Conductor F. J. Hines on train No. 23, February 19, declined to honor mileage book on account having expired and collected cash fare.

Louisiana Division.

Conductor G. O. Lord on train No. 1, February 6, lifted mileage book on account being in improper hands and collected cash fare.

Conductor E. S. Sharp on train No. 331, February 4, declined to honor mileage book on account having expired and collected cash fare.

Conductor R. E. McInturff on train No. 24, February 14, lifted expired card ticket from passenger who admitted having previously secured transportation on same, and collected cash fare.

Conductor L. E. Barnes on train No. 1, lifted annual pass on account having been altered. Passenger refused to pay fare and was required to leave the train.

On train 34, February 24, he lifted employe's trip pass on account not being good for passage in territory presented. Passenger refused to pay fare and was required to leave the train.

Memphis Division.

Conductor S. M. Todd on train No. 313, February 17, declined to honor local ticket on account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

New Orleans Division.

Conductor S. K. White on train No. 15, February 18, declined to honor mileage book on account having expired and collected cash fare.

Division News

Indiana Division.

Gen. Supt. Transportation J. F. Porterfield went from Mattoon to Evansville on Indiana Division, March 21st.

Miss Victoria Gustafson of the Chief Dispatcher's office has returned to work after an illness of about ten days, following an operation on her throat.

Earl McFadden, formerly Tonnage Clerk, paid us a short visit this month.

Pensioner S. P. Munson, who was Clerk to Supervisor B. & B. until December, 1917, died at his home in Mattoon, March 13th. We will all miss the visits of Mr. Munson to the office.

Miss Flora Adrian of Master Mechanic's Office is on the sick list, having had her tonsils removed.

Car Distributor O. H. Hallman and Assistant Engineer R. Cowgill announce the arrival of a boy at each of their homes.

Minnesota Division.

Engineer Maintenance of Way, A. F. Blaess made an inspection trip over Minnesota Division, March 6th and 7th.

Work on the new Telephone Exchange in the Division Offices at Dubuque is now in progress.

Former Superintendent Atwill, wife and son, Billy, recently spent the week end in Dubuque.

E. J. Riley, Private Secretary to General Superintendent Williams at Waterloo, stopped over in Dubuque a few days before leaving for Columbus Barracks, Columbus, Ohio, where he has enlisted for military training. F. J. Permantier, of the Internal Revenue offices at Dubuque, succeeds Mr. Riley at Waterloo.

Yard Master J. E. Nihlean has resumed duties after a short visit to Iowa City.

W. F. Hardy, assistant chief clerk to superintendent, and E. F. Lynch, chief clerk to road master, have been called to Waterloo for examination. Both came out with flying colors and they express themselves as "ready to go when Uncle Sam calls for good men."

C. F. Dugan, of the accounting force at Dubuque, is away on a vacation, visiting

New Orleans and other points in the south.

N. A. Howell, Instrumentman, departed for his home in Belzoni, Miss., March 26th, where he has been called for military service.

Private T. J. Ahern, formerly accountant at the Freight Station at Dubuque, has been transferred from Camp Dodge to Company A, 36th Engineers at Camp Grant.

John Hall, Tonnage Clerk, has accepted a position in the office of the Freight Service Department at Chicago. L. F. Weiler, assistant tonnage clerk, succeeds Mr. Hall, and Miss Hilda Schwartz succeeds Mr. Weiler.

William McFarland, messenger in the Superintendent's office at Dubuque, has received two promotions in the past few weeks. "Bill" was promoted to messenger at the Freight Station and now since a vacancy existed in the superintendent's office he is file clerk. Vernon Hammond succeeds Bill as messenger.

Accountant J. C. Neft visited in Cedar Rapids, Sunday, March 23rd.

J. H. Wells, an operator at Dubuque, is in receipt of a letter from former operator, F. Belscamper, now a member of Company A, 13th R. R. Engineers, in France. The letter will be of particular interest to the operators, many of them friends of Mr. Belscamper, all of whom will be glad to hear of his life behind the trenches. The letter is printed in full in the Military Department.

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Orlie Nimmo, Camp Lee, Medical Department, Petersburg, Va., says: "Please ship me five pounds of Old Home Spun. I had rather have your Tobacco than all the manufactured tobacco in the world."

If you will try my OLD KENTUCKY HOME SPUN you will be pleased and will write a testimonial equal to the above. Kentucky has the best. Specially selected from my own crop. One pound, 60 cents; five or more pounds, 50 cents per pound. Small sample, 25 cents.

RUBLE McNEILL, Boaz, Kentucky

Wisconsin Division.

William F. Gleason, for a number of years Assistant Chief Clerk in Superintendent's office, has accepted position as Assitant in General Superintendent Williams' office at Waterloo, Iowa. Mr. Andrew B. Tracy is filling position vacated by Mr. Gleason. "Bill" laid one over on us when leaving, he taking unto himself a wife before departing for the west and we had to go to Chicago to find it out. You have our very best wishes, Bill.

Henry A. Lichtenberger, employed as Tonnage Clerk in Superintendent's office, has been drafted for military service in the Regular Army and will leave for Fort Williams, Portland, Me., on April 3rd. Vacancy caused by Henry's leaving will be filled by Paul Donahue. Following enginemmen have been called for service in the Engineers Corps and have gone to Ft. Leavenworth—J. J. Burns, M. M. Brannick, W. J. Finn, N. W. Sandstrum, D. D. Smith, E. A. Smith, Fred Alder and T. R. Burns. This makes a total of approximately



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150 men from this Division now with the colors, "Over Here" and "Over There."

Miss Marion Patterson, recently employed as Division Clerk in Agent's Office at Freeport, has been confined to her home with the mumps. She's not a "kid" either.

Ez Pfile, formerly Assistant Time Keeper in the Superintendent's office, has resigned his position to go into the photograph business, connected with the Emmert Drug Company. He will be glad to meet all his old friends, as well as new ones. Vacancy caused by his leaving is being filled by the able "Boots" Beauveau, formerly Bill Clerk in the Agent's office. "Boots" job is now being capably taken care of by Miss Nell Riordan, formerly Division

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Clerk, the latter position now being occupied by Miss Marion Patterson.

Miss Mary Peck, Cashier in Agent's office at Freeport, was confined to her home for a few days on account of illness.

The coming of spring shows business for the cantonment at Rockford picking up; people are again beginning to visit Camp Grant in large numbers.

Williams Roberts, Ticket Agent at Rockford, has enlisted for the service with the U. S. A.

L. S. Taylor, Train Dispatcher, is confined to his home on account of illness.

M. J. Madden and Sam Davis, Dispatchers, have again taken up the discussion of fishing as soon as weather will permit. Good luck, boys.

Captain Lyons, formerly Assitant Engineer on this Division, has been transferred to Georgia fom Fort Omaha.

George W. Farnum, Conductor, who for some time was critically ill, is reported as some better.

New telephone system has been installed at Freeport under the able supervision of "Tony" Bauch and placed in service the fore part of February. This is a great improvement over our old method of communication and eliminates the loss of a great deal of time in securing connections.

Fred H. Hinton, Traveling Engineer who was injured some months ago, is improving. He is now taking treatment at the I. C. Hospital in Chicago.

Valentine Wickler, our proficient Gardener, has been very busy lately preparing to put our lawns in first class shape and get the flower beds planted.

The Division Offices have proven by a canvass to be 100 per cent in the purchase of thrift and war savings stamps.

Miss Mabel Miller, Stenographer in the Superintendent's office, was compelled to be away for a day on account of illness.

On the third day of April, 1918, at the home of her parents at 202 State Street, Miss Myrtle Meyer, for a number of years Stenographer in Superintendent's office, was united in the holy bond of matrimony to Clyde Featherling, an employe of the American Express Company at Albert Lea, Minn. Mr. Featherling is on the eve of departing for some training camp to become a part of our great army. Miss Meyer had asked for a week's vacation, which was gladly allowed in view of the able manner in which she handled the work in the office for the past number of years, but little did we think that Myrtle was "slipping one over on us." Mrs. Featherling is the daughter of "Bill" Meyer, one of our old passenger engineers.

Cards have been received advising that Lloyd Gray, former Tonnage Clerk in the Superintendent's office, and Custer Redman, former Brakeman on this division, had arrived safely "Over There."

Roadmaster Boland and his assistants are

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busy getting Forreston Grave Pit ready for operation to supply gravel to Northern and Western Lines during the ensuing season.

The Daylight Saving Law was put into effect on this division without any confusion whatever, everybody falling in line simultaneously.

Absolute permissive block signal system was placed in operation between Alworth and Rockford, 12:01 P. M., Wednesday, March 27th.

George Dunlop, Traveling Passenger Auditor, spent a day with us during the month.

BY THE WAY

Diplomacy is essential, even in a country station-master. Witness a postcard from the local station agent to the Republican Magistrate:

"Sir: Please send without delay for the case of books directed to you, which is lying at this station, and is leaking badly."
—*Life*.

"I have a plan to relieve the paper shortage at a stroke."

"Huh?"

"No railroad ticket to be over one yard in length."—*Right-Way Magazine*.

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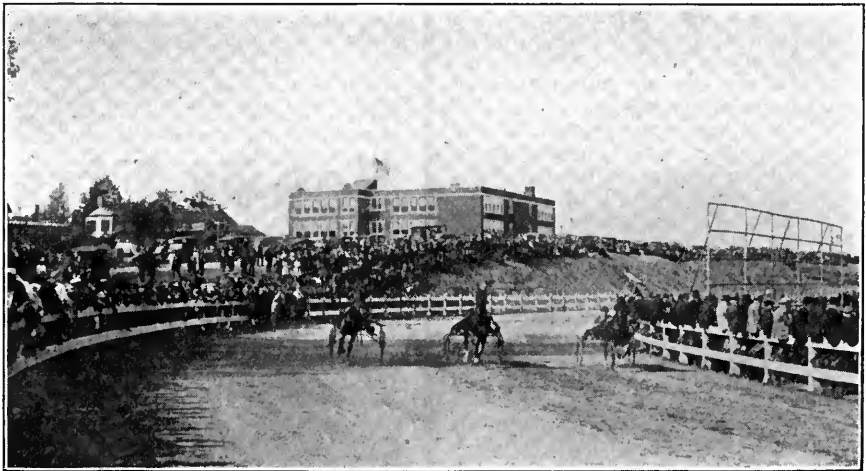
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MAY 1918

Vol. 6
No. 11

ILLINOIS CENTRAL MAGAZINE

MAY 28 1918



Courtesy Pullman Car Works Standard

Relief for Sensitive Feet

Mayer Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

Mayer Honorbilt CUSHION SHOES

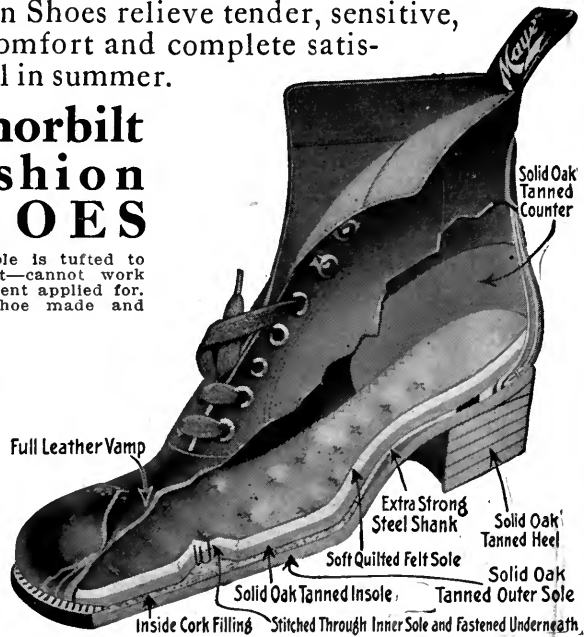
Note substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up-to-date in style.



CAUTION—Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name Mayer and trademark stamped in the sole.

HONORBIT We make Honorbilt Shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

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J. L. BEVEN, ASSISTANT TO THE VICE PRESIDENT

ENTERED the service 1899, local freight office, New Orleans. Subsequently employed as Chief Clerk to the Superintendent and General Superintendent. Appointed Train Master, promoted Superintendent New Orleans Terminal, 1916. Selected on staff Regional Director, Southern Roads, Atlanta, Ga.

Appointed assistant to Executive Vice President April 19, 1918.

ILLINOIS CENTRAL Magazine

Vol. 6

MAY, 1918

No. 11

Present German Warfare One Against Mankind

The World Must Be Made Safe for Democracy

Woodrow Wilson

On the third of February, I officially laid before you the extraordinary announcement of the Imperial German Government, that it was its purpose to put aside all restraints of law or of humanity. The new policy has swept every restriction aside.

Even hospital ships and ships carrying relief to the sorely bereaved and stricken people of Belgium which were distinguished by unmistakable marks of identity, have been sunk with the same reckless lack of comparison or of principle.

I was for a little while unable to believe that such things would in fact be done by any Government that had hitherto subscribed to the humane practice of civilized nations.

I am now thinking only of the wanton and wholesale destruction of the lives of non-combatants, men, women and children, engaged in pursuits which have always, even in the darkest periods of modern history been deemed innocent and legitimate—Property can be paid for, the lives of peaceful and innocent people cannot be.

The present German warfare is a warfare against mankind.

Our motive in this war will not be revenge or the victorious assertion of the physical might of the nation, but only the vindication of right, of human right, of which we are only a single champion.

We will not choose the part of sub-

mission and suffer the most sacred rights of our nation and our people to be ignored, trampled upon or violated. The wrongs which we now array ourselves against are no common wrongs, they cut to the very roots of human life.

The granting of adequate credits to the Government, sustained, I hope, so far as they can equitably be sustained by the present generation by well conceived taxation, is vital. Our forces are in the field, and we must help them in every way to be effective there.

One of the things that have served to convince us that the Prussian Autocracy is not and could never be our friend, is that from the outset of the present war it has filled our unsuspecting communities, and even our offices of Government, with spies and set criminal intrigues everywhere afoot against our National Unity of Counsel, our peace within and without, our industries and our commerce.

The intercepted note to the German Minister at Mexico City is eloquent evidence that the German Government means to stir up enemies against us at our very doors.

We are glad now that we see the facts with no veil of false pretense about them, to fight thus for ultimate peace of the world and for the liberation of its people, the German people included; for the rights of nations, great and small, and

BUY WAR SAVINGS STAMPS

the privilege of men everywhere to choose their way of life and of obedience.

The world must be made safe for democracy.

We act only in armed opposition to an irresponsible Government which has thrown aside all considerations of humanity and of right and is running amuck.—Civilization itself seems to be in the balance.

But the right is more precious than peace, and we shall fight for the things which we have always carried nearest our hearts—for democracy, for the right of those who submit to authority to have

a voice in their own Government, for the rights and liberties of small nations, for a universal dominion of right by such a concert of free peoples as shall bring peace and safety to all nations and make the world itself at last free.

To such a task we can dedicate our lives and our fortunes, everything that we are, and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness and the peace which she has treasured.

God helping her, she can do no other.

Address By Hon. W. G. McAdoo, Secretary of the Treasury, to Railroad Employees at El Paso, Tex., April 17, 1918

Mr. Chairman and Fellow Workmen: Within the last four months we have gone through a tremendous revolution in this country, so far as the railroads are concerned. By one stroke of the pen, the President of the United States has transformed all these railroad systems, these separate, competitive systems, into one great unified transportation system for the purpose of making it certain that we, with the aid of our gallant soldiers and sailors, shall finish the military despotism of the Kaiser, and restore peace and liberty to a distracted world.

It is not only our soldiers and our sailors who are going to hand something to the Kaiser, but we railroad men are going to hand him something before we get through. We have it up our sleeves for him. He does not know it yet, but he will find it out before this war is ended.

We are in a very critical and serious time. The lives and the liberties of you men here in El Paso and of all the people of the United States are genuinely imperiled, and we therefore have got to fight to a finish. We are going to fight to a finish if it takes from now until doomsday, and the finish is not going to be America, but the German Kaiser and his military autocracy.

When I started on this trip, I determined that I would not appear in any capacity except that of Secretary of the Treasury. But I find, as I go over the railroads, speaking in this great Liberty Loan campaign, that I become increasingly so interested in the railroads and the railroad men I meet that I can not divorce myself as Director General of Railroads from myself as Secretary of the Treasury. And so I want to speak to you, my friends, in each of these capacities.

The railroads of the United States have for a long time been the football of finance, of politics, and of all sorts of things. I am frank to say that I think it has been very hurtful to the country. I do not mean to reflect upon public bodies or officers or employes of railroads. I am not criticizing; I am only speaking of facts. The things that have happened back of us are of

no consequence except in so far as they teach us useful lessons for the future. So long as the railroads of the United States were used primarily for private and selfish ends, so long as they were made a political question, the difficulties of reconciling contending and competitive interests with the public interest have been insuperable. Railroads have been controlled too much in times past by the financial powers of the country, and there again I speak in no critical sense. I speak of it only because I want you to understand the conditions and what it is that we must do in the future to handle the railroads wisely. We must learn useful lessons of the past and apply them in the way that will best serve the vital interests of America.

The old private control has been abolished. We have a competitive system of railroads in the United States no longer. When I look at a locomotive or a freight or passenger car passing me, I do not care what name is painted on it—I can not see it. The only thing I can see on them is "U. S." I see those great machines going by, pulsating with life and energy, representing the majesty of America, with Uncle Sam's engineers and firemen in the box and Uncle Sam's freight men and trainmen in control; and I see Uncle Sam's officers, train masters, train dispatchers, clerks, yardmen, and trackmen and everybody else in the railroad service of the United States on duty and keyed up with a desire to make themselves of the greatest service to the country in this hour of national peril. When I see these things it makes me very proud of you railroad men and very eager to be able to measure up to the great responsibilities that have been put upon me, to help you men do this great job for our beloved country. I doubt my own fitness and capacity, but as the President has chosen me for this service, like a good soldier I have responded, determined to do and to give the very best that is in me. Because I do not know it all, I want to learn all I can, and I know that I can not do this great job unless I have the loyal support and cooperation of the real soldiers of the railroads, because you, my friends, are soldiers in the ranks. You are soldiers of liberty. You are fighters for freedom. You and your officers are those upon whom I must rely if my services in this great railroad enterprise, this unified Government control, are to be worth anything to the country or to you.

We have a common interest. We all stand together. We have no master except the American people. The beauty about our democracy is that the people are the masters of their own destinies, and we in America do not intend to have any other master. That is our issue with the German Kaiser. He wants to substitute the mastership of the Kaiser for the mastership of the American people. But we shall never let him do it so long as the red blood of freedom runs in our veins—let there be no mistake about that.

You notice, by the way, looking at the western front in France these days, that the Germans have bent the allied line westward so that it is almost a large semicircle. That semicircle has been extended in the wrong direction. With the help of the railroad men in America and the valor of America's soldiers on the field of battle, all pulling together, you will see the day when that curve will go in the opposite direction. It is going to bulge eastward, and after a little while you will find that Berlin will not be in the perimeter of that circle but in the center of it.

We have enlisted in our Army and Navy 1,800,000 of America's gallant sons. You, the people of the United States, passed a great law, one of the greatest laws ever passed by a democracy in time of war. What is it? A law under which the impartial hand of democracy reaches out into every village, every hamlet, every town, every city in every county in every State

of this vast Union and touches a man here and a man there, saying, "We choose you, because you have the blood of freedom in your veins, the ideals of America in your heart, and the spirit of America in your soul. You have the courage and are the most fit to serve your country in this hour of peril. We choose you, therefore, to go out and fight and to save the liberties not only of America but of the world." As a result of that law the sons of thousands and thousands of America's noble mothers and fathers are in the Army and Navy of the United States. Many more thousands have volunteered for the service. I have three sons of my own who volunteered for the Navy, and I know what the feelings are of every father and mother who have contributed of their own flesh and blood in this struggle, in which America must win, not only for herself but for the world.

Now, having trained these men in our great cantonments and having sent already many thousands of them across 3,000 miles of dangerous seas to a foreign land, where they will fight the Kaiser's military despotism to a finish, what is the duty of every American citizen to those gallant men? Our duty is to back them to the limit with all of our resources, no matter what the sacrifice. If there be American citizens who are not willing to do this for those who will make the supreme sacrifice for us, they are not worthy of our citizenship and ought not to remain upon the soil of free America. We must back our boys to the limit with our lives, our property, and our sacred honor.

The railroads must function to the highest degree if that is to be done. Do you realize that we can not send our men across the high seas and protect them there, give them a chance to fight for their lives and for our safety, if the railroads do not function—not 50 or 60 or 90 per cent, not even 100 per cent, gentlemen, but 150 per cent, if necessary. If we make the railroads function even 150 per cent, is that comparable to the sacrifices that an American soldier makes upon the bloody battle field when he gives his life for us, or is maimed for life while fighting for us? By contrast, my friends, there is nothing we can do here that can compare with the sacrifices that our sons must make for us before the world is free again.

So I want to beg every railroad man—not only the officers, but the employees as well—to rededicate themselves to the service of their country. You are no longer the employees of any private railroad or corporation. You are employees of Uncle Sam. We are all enlisted in this one great service as fellow soldiers in the legion of liberty. If we pull together, if we do our work to the limit, if we spare ourselves in no way to accomplish the results, we shall certainly get them, and there will not be an American soldier in Europe who will suffer because the railroads have not done their full part.

Why is it so necessary that railroad men should do their part? Because the raw materials from the farms and mines can not be moved to the industries engaged in making food, arms, and munitions for our gallant sons unless transportation is always supplied in abundant quantity. We can not send food to our brave soldiers in France unless the railroads function fully. We can not build ships, which are so essential to carry our men across the seas and to supply them over that long line of hazardous communication, unless the railroads function. We can not carry the steel plates and machinery to the shipyards, which are engaged in constructing needed vessels, unless our railroads function. The social and industrial life of the Nation is dependent upon these arteries of transportation, which, like money, are fundamental in the situation.

I want to take advantage of this opportunity to tell you that I have been immensely gratified with the evidences of patriotism and loyal support I have

BUY WAR SAVINGS STAMPS

received from railroad men in every part of the country—evidenced by resolutions of your local organizations, as well as by personal letters and verbal assurances—all pledging their unstinted and unrestricted support. That gives me immense encouragement in the serious work which is ahead of us all. I hope that you men have understood from the general orders I have issued from time to time, the bases upon which I hope the railroads will be conducted in the future. Those bases are, I hope, as sound and sensible as they are fundamental to the effective and satisfactory operation of our great transportation system.

One thing we must all learn is this—that the old conditions have disappeared. We are all serving a common master—we are serving Uncle Sam. We are partners in a great and glorious enterprise. We must not encourage suspicion of each other. We must cooperate with each other. We must devote ourselves whole-heartedly to our work. We must respect our superior officers as we expect our superior officers to respect us. We must go forward with an unalterable determination that the rule of individual action must now be one thing and one thing only—an unselfish and unremitting love of country—a pure and undefiled Americanism above everything else.

As you know, immediately upon taking over the railroads, I felt that an inquiry should be made into the conditions of railroad labor in the country, especially with respect to wages. After consultation with labor leaders, railroad men, and others whose judgment was of value, I appointed a Wage Commission, consisting of four men of unimpeachable character and ability, whose fairness and impartiality no one could question—Hon. Franklin K. Lane, Secretary of the Interior; Hon. C. C. McChord, member of the Interstate Commerce Commission; Hon. H. C. Covington, Chief Justice of the Supreme Court of the District of Columbia and for many years a member of the Committee on Interstate Commerce of the House of Representatives; and Hon. W. R. Willcox, formerly chairman of the Public Service Commission of the city of New York. I wanted a commission acceptable to all elements in the country, not as partisans of any particular view, not as partisans of capital or partisans of labor, but an impartial, square, fair-minded commission of able men, who would study the problem intelligently and thoroughly and give me a report at the earliest possible moment as to what readjustment, if any, of wage schedules throughout the country should be made. I did not confine the commission's inquiry to labor organizations only; I did not confine the inquiry to any class of railroad employes; I requested the commission to investigate the wages paid to all railroad employes of every kind and character, because we must be just when we do justice by being just to all and not only to a few.

In order that the employes might be content, or might not become impatient because of the length of time that would be required to make that investigation, I said that all increases, if made, should date back to the first day of January, 1918. Naturally, everybody wants to know whether they are going to get an increase and as to how much the increase is to be, and I know they would like to have it at the earliest possible moment. But when you consider that there are approximately 1,800,000 railroad employes in the United States engaged in the operation of about 260,000 miles of railroads, covering the broadest expanse of developed territory on the face of the earth, you can understand that the investigations and studies of the commission can not be made in a minute. It is a tremendous job. The commission has devoted itself with unremitting energy to the task, and I am assured that when I return to Washington, after this great Liberty Loan

campaign is ended, the report of the commission will be presented to me. I shall take action on that report as quickly thereafter as possible. But I want to say to you that you must not be impatient in the meantime. You can afford to be patient, since all raises in wages that may be made will take effect as of January 1, 1918, and the full amount of back pay will be handed over to you in lump sum, if I should decide after reading the commission's report that an increase of pay should be granted.

I have to speak judicially about the question of wage increases for the moment, because, having selected a commission to investigate the subject, I must let the commission complete its investigations and make its recommendations before I take action. But when the report comes in, I shall make a decision as promptly as I can after I have read the report. I am as anxious as you are to get these questions back of us. Perhaps I may be inadvertently a benefactor of all the men and their wives who are involved in this problem, because if an increase is granted, the full amount will have been saved for them, and can be invested in Liberty bonds. You will not have spent the increase in the meantime. Sometimes enforced saving is a mighty good thing. I wish Uncle Sam would hold back some of my pay and enforce savings upon me, if I could stand it. But Uncle Sam does not give me, as you know, any pay whatever for running the railroads of the United States. I am serving as Director General of Railroads without a cent of compensation, but I am delighted to serve for nothing if thereby I can be of the least value to my country.

But I do not want you men to serve for nothing, and I do not want you to be inadequately paid or unjustly treated. Railroad men have been cuffed about the country a great deal during the last few years when there has been so much prejudice against the railroads, and the public attitude toward railroad managements as well as toward railroad employes has not been sympathetic, to say the least. Now we are all servants of the people of the United States, and I am sure that the public attitude is going to be different. It rests with us to make it different. We can earn the respect, sympathy, and good will of the public by giving it a square deal, as we want the public to give us a square deal. You railroad men are all my boys now, and so long as you do your duty I do not intend to let anybody kick you around! You will find that I will defend you to the limit of my power as long as you are right, and I know that you will not expect me to defend you if you are wrong, because I won't. I am sure, however, that you will not be wrong, because we have a new inspiration to service now—to serve our great and glorious country in this desperate war between our democratic ideals and the repulsive ideals of the German military autocracy. We are, therefore, serving no private interest but our own interest, so long as the Government controls the railroads, and we can go forward shoulder to shoulder, as patriotic and loyal citizens, determined to do our best and in doing our best to serve ourselves as well as to serve our country.

I want to express my appreciation to the railroad men of the United States for the subscriptions they have made heretofore to Liberty bonds. And let me say this about Liberty bonds: Do you know that we can not keep our armies in the field, we can not furnish shoes to our boys to keep their feet dry in wet and muddy trenches, we can not give them clothes for their bodies, we can not supply them with food, we can not give them guns and ammunition, unless the Treasury is supplied at all times with the necessary money to buy those things for them?

We raise money under the acts of Congress in two ways: By taxation and by bond issues. When taxes are levied, you pay the taxes and get a receipt

BUY WAR SAVINGS STAMPS

—a very pleasant operation! You are separated permanently from your money, and when you get a receipt it is all over. But we can not raise all this money by taxation. It would not do to attempt it. The present generation can not carry the entire load of this great war. We must divide the load. We must take a big share of it—and we do take the biggest share of it when we give our sons for our country to save liberty and the integrity of the Nation for those who are going to follow us. That of itself is the greatest part, the absolutely essential and vital sacrifice we make for succeeding generations. We tax ourselves also in very large measure, and contribute our full part of that burden, so that we may transmit to posterity our democratic institutions, not so weakened that they will be of little value in the hands of our children. We must, therefore, ask the men and women of the present generation to lend the additional money that is needed, not give it, but lend it to the Government, so that future generations may bear their part in this great war by paying that debt when it matures.

That is why Liberty bonds are issued. What is a bond of the United States? It is a promise of the United States to pay back at maturity the full amount of money loaned to it and to pay interest in the meantime at $4\frac{1}{4}$ per cent per annum. I know—because I have been through the mill myself—that one of the hardest things in the world for the average man to judge wisely is his investments. I remember still with acute feelings that when I was young and greener than I am today, I have been buncoed myself on investments. I have been the unfortunate possessor at different times of my life of chromos that I thought were investments. On their face they looked full of promise, but I have never yet gotten even one of the dividends that these alluring chromos promised me would be paid upon the principal. Both the principal and the promised dividends disappeared permanently from view. In spite of the so-called advance of civilization, that sort of “buncoing” process is still going the rounds of the country. Men who do not understand investments are tempted by mere prospects and sometimes by enterprises which have merely a fictitious or highly diluted existence. The bait in all these cases is the promise of large returns on your money—10 per cent to 15 per cent, or more. The sound rule for every man who makes an investment is this: See that your principal is safe above everything, because if you save your principal you can afford to lose the interest. But if you lose your principal in trying to get excessive interest or big dividends that never mature, then you are lost altogether.

A Liberty bond or a war-savings stamp or a thrift stamp means what? It means that you do not have to lose a minute's sleep about the safety of your principal. You do not have to ask anybody whether they are a good investment or not. You do not have to ask anybody whether they are a good investment any more than you have to ask whether the dollar bill or the five-dollar bill or ten-dollar bill in your pocket is good or not. Liberty bonds are just as good as money. And whenever a bond of the United States is not good, you might as well throw your money away and move to some other country, because this country will not then be fit to live in.

So every man can with absolute confidence lend his money to his Government by buying Liberty bonds or war-savings stamps or thrift stamps, and his money so invested is more secure than if he had put it in a bank. There is no bank in the world as strong as Uncle Sam. His credit is the best on earth. He has never failed in all of his lifetime to pay his obligations in full at maturity and to pay the interest in the meantime at the stipulated rate.

CONTRIBUTE TO THE RED CROSS

So you do not have to worry one minute about your money if you invest it in the obligations of the United States.

And you can always get your money on Government obligations. Suppose you sold a Liberty bond before maturity, either because you got tired of holding it or met with misfortune and had to sell it, or because you were not patriotic enough to keep it even though you did not need the money and had to take a small discount in order to get cash before the maturity of the obligation. It would be a trifling loss. To illustrate: Suppose you had a \$100 bond and you sold it on some stock exchange at 99, or at a discount of 1 per cent. You would have lost just \$1 on the transaction, a loss that would, of course, be unnecessary if you kept the bond to maturity, or even until this war is over, because after this war is over all Liberty bonds will sell at a premium.

If it is a 10-year bond, as the present Liberty bond is, Uncle Sam says, "I will pay you the principal 10 years after date with interest in the meantime at $4\frac{1}{4}$ per cent." So, if you want your money before maturity, you always have the privilege of selling your bond in the market. Now, nobody ought to sell his Government bond when he buys it to save the life of the Nation, unless it is imperatively necessary for him to do so. He did not buy his Liberty bond merely because of the rate of interest. American patriotism in these days is not measured by the rate of interest on the bond; American patriotism is measured by the determination to lick something spelled with four letters out of the Kaiser. Now, if you sell a \$100 Liberty bond before maturity at a discount of 1 per cent, you lose \$1. Is there any patriot living who is unwilling to take that chance to save his liberties?

Uncle Sam should not have to beg you to lend your money to him, because Uncle Sam is you. When you see a picture of Uncle Sam, with the spirited eyes, the square jaw, the determination in the face, the justice, the benevolence, the vigor, the courage, the idealism it portrays, who is it? It is no fancied picture; it is a living thing; it is the picture of you men and women of the United States, the composite picture of all the American people. It represents you. I ought not to have to urge you to help Uncle Sam, because that is merely urging you to help yourselves.

If you lend your money to Uncle Sam, so that he will have enough to take care of our boys, they will do the rest to the Kaiser. While they are doing the rest and saving those of us who stay at home, you will be making the best investment in the world for yourselves.

Your duty is to save all the money you can. If you get a wage increase, do not waste it; do not spend it on some tin Lizzie. If you spend it on anybody, spend it on a real Lizzie whom you will make your partner for life and who will make you happy and respectable and help you save money besides! I am serious, my friends. I do not want you to spend your money on something you do not need, because when you spend money at this time on things that are unnecessary, you are wasting your money and wasting labor and materials that are absolutely required for our soldiers in the field. Don't you see that if you spend your money on things which you do not need, you use materials which are required for the purposes of the war, and you absorb labor in making up these materials which ought to be used in making shoes and clothes for our soldiers, and great guns, and rapid-fire guns, and explosive shells, and ships to transport troops and supplies to Europe, and destroyers to sink submarine assassins. If you save your money and economize in the use of materials and labor, you will help shorten this war, and if the

BUY WAR SAVINGS STAMPS

war is shortened, you will help to save the lives of hundreds of thousands of gallant American soldiers and sailors. Isn't that worth doing?

To save in every way you can; do not use wool unnecessarily, do not wear too many good clothes these days. I think it is an honor for men and women alike to wear threadbare clothes during the period of the war. Wool is scarce in the world and so is leather. We should, therefore, not throw away old clothes or old shoes. We men ought to half-sole our breeches and half-sole our shoes and wear them as badges of honor. I do it myself, and I am mighty proud of it, because I feel that when I wear half-soled breeches I am releasing wool which can be made into clothing to keep a soldier's body warm, and when I wear half-soled shoes I am releasing leather which can be made into shoes to keep a soldier's feet dry while he is standing in those terrible trenches on the scarred battle fronts of France. Isn't it a wonderful thing to feel that by some self-sacrifice, some self-denial of a relatively trifling character, we are actually helping some gallant American son of some noble American mother to sell his life dearly when he is fighting to save us?

The issue now is whether or not America's ideals of liberty and democracy shall triumph in the world or whether the repulsive ideals of Germany's military autocracy—brutality, the law of might over right, war upon defenseless women and children—shall triumph. There is not room enough in this great world for the repulsive ideals represented by the German flag and the glorious ideals represented by the American flag. One or the other must go down in defeat, and it shall not be the American flag. That emblem of liberty and justice and humanity will float triumphant when the day of a final reckoning with the Kaiser comes, if it takes every drop of blood of every American freeman and from now until doomsday to accomplish it!



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United States Railroad Administration

Office of the Director General, Washington

April 22, 1918.

CIRCULAR No. 24.

TO ALL RAILROAD EMPLOYES:

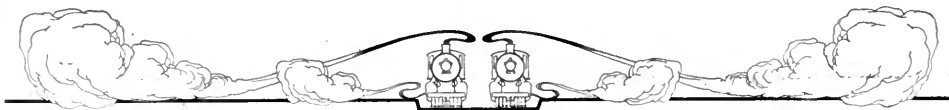
Shortly after possession and control of the railroads of the United States were assumed by the Government, I appointed a Railroad Wage Commission for the purpose of making a thorough investigation of the wages paid to all railroad employes, whether members of labor organizations or not. I announced that if as a result of that investigation an increase of wages was made by the Director General, such increase would become effective as of January first, nineteen eighteen.

The task confronting the Railroad Wage Commission was greater in magnitude than any task of a similar character ever undertaken. The Commission immediately applied itself to the work with great energy and with unremitting labor to a study of the large and complex questions involved. In matters of such magnitude adequate time is essential to intelligent consideration and wise conclusions.

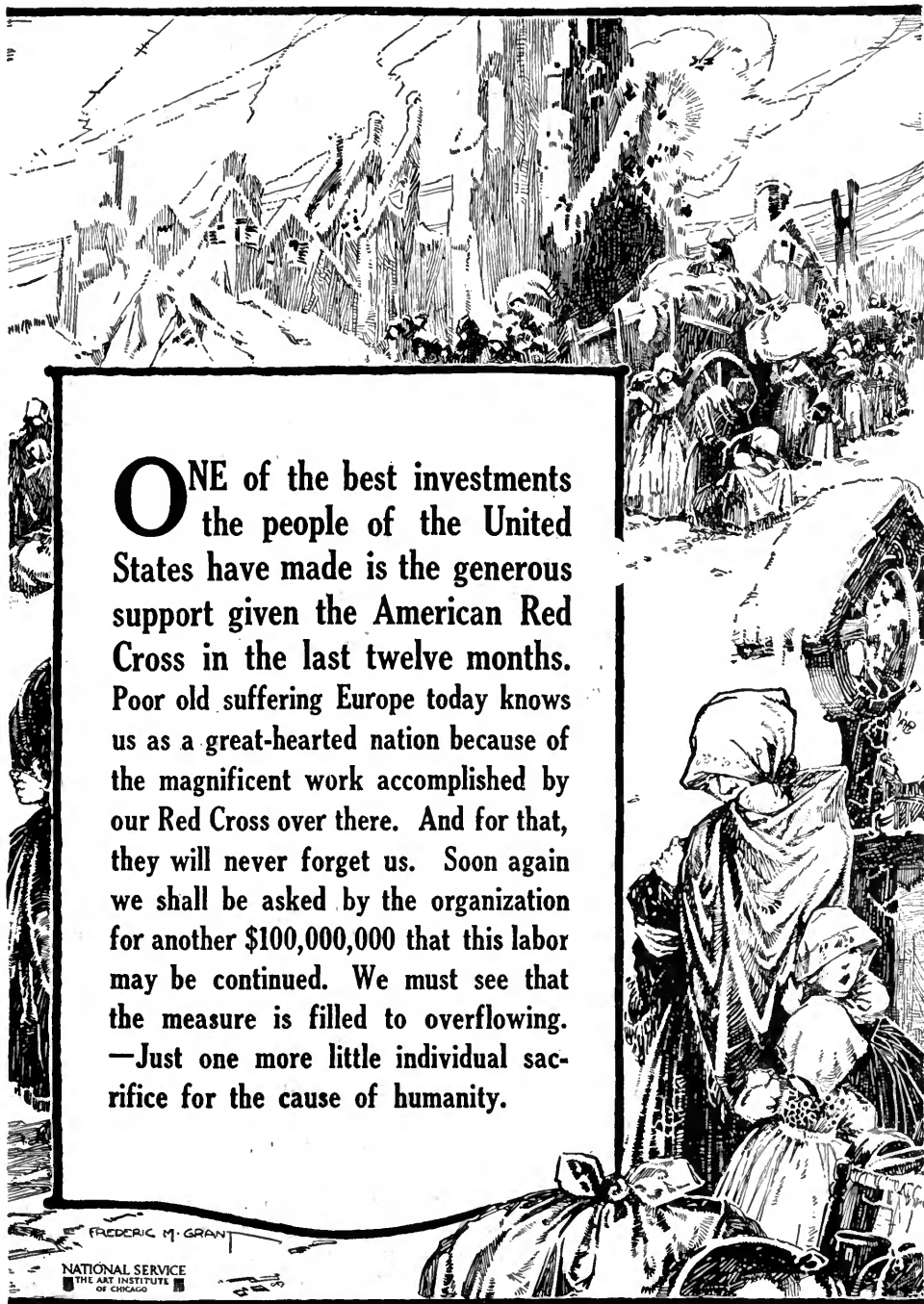
The Commission has informed me that it expects to submit its report on my return to Washington upon the conclusion of the present Liberty Loan campaign, May fourth. I shall promptly review the report of the Commission and render a decision upon its findings and recommendations. Meanwhile no employe's interest is being hurt or prejudiced, because whatever increases may be granted will have accumulated in the form of savings and will not have been spent in the meantime as might otherwise have been the case.

I hope that every railroad employe in the United States will lend all the money he can consistently with his individual circumstances to his Government by buying Liberty Bonds. They pay four and one-fourth per cent interest per annum and are the safest investment in the world, as safe as the money of the United States and safer than deposits in banks. In lending your money to the Government you not only save the money for yourselves, but you help every gallant soldier and sailor who is fighting in this war now to save your lives and liberties and to make the world safe for democracy.

W. G. McADOO,
Director General of Railroads.



BUY WAR SAVINGS STAMPS



ONE of the best investments the people of the United States have made is the generous support given the American Red Cross in the last twelve months. Poor old suffering Europe today knows us as a great-hearted nation because of the magnificent work accomplished by our Red Cross over there. And for that, they will never forget us. Soon again we shall be asked by the organization for another \$100,000,000 that this labor may be continued. We must see that the measure is filled to overflowing. —Just one more little individual sacrifice for the cause of humanity.

FREDERIC M. GRAN

NATIONAL SERVICE
THE ART INSTITUTE
OF CHICAGO

CONTRIBUTE TO THE RED CROSS BUY WAR SAVINGS STAMPS

The Hope of the World

By Harold Bell Wright

THE hope of the world is not alone that the armies of humanity will be victorious, but that the spirit and purpose of our warfare will prevail in our victory. The hope of the world is in the Red Cross, because the Red Cross is voicing this spirit and purpose that must, through the force of our arms, triumph. Just to the degree that we can evidence this Red Cross spirit of mercy and brotherhood we will hold true in the dangerous hour of victory to the ideals that have forced us into the trenches in the defense of human rights and human liberty.

The one sane and saving thought in this delirium of death that now possesses the world is the Red Cross.

Wherever the storms of battle hell rage, amid the fires of ruthless destruction, in trench and camp and hospital, these soldiers of mercy with heroism unsurpassed are carrying the flag of the highest conceivable ideals of humanity. The ideals for which our armies have taken the field are, by these unarmed hosts, proclaimed to friend and foe, in that unmistakable language of universal mercy and brotherhood. In the terms of wasted towns rebuilt, of broken humanity salvaged, of dying children rescued, of desolate families succored, the Red Cross declares the cause for which we war and proclaims the principles and ideals that must and will in the end prevail. Above the thunder of the guns, the roar of exploding mines, the crash of fallen cities and the cries of tortured humanity, the voice of the Red Cross carries clear and strong the one message of hope to our war-burdened world.

The black horror of this world's crisis would be unbearable were it not for the spirit and work of this mighty force. The normal mind refuses to contemplate the situation without this saving power.

It is the knowledge that in every city, town and hamlet, men, women and children are united in this work of declaring to the world, through the Red Cross, our message of mercy and brotherhood, that keeps our hearts from sinking under the burden of woe and sustains our faith in human kind. It is the constant daily, almost hourly touch with the Red Cross work that is felt by every citizen in the land, that inspires us with courage and hope.

Out of this hell of slaughter the Red Cross will guide the warring nations to a heaven of world-wide peace and brotherhood.

Because it is the living expression of those ideals and principles in defense of which we are giving our all in lives and material wealth—because on every field of death it is proclaiming its message of life—because it keeps ever before us and the world the cause for which we war—because it will preserve us in the hour of our victory from defeating ourselves—the Red Cross is the hope of the world.

BUY WAR SAVINGS STAMPS

The Long Arm of Mercy

By Dr. Frank Crane

THE Red Cross is the Long Arm of Mercy.

It is the Kindness of Mankind—organized.

In Man is an Angel and a Devil, a Dr. Jekyll and Mr. Hyde. The Red Cross is the Good, aroused, energized to thwart the Bad.

It is the best antidote we know to the bane of war.

There are other Charities, more or less helpful. The Red Cross is the mightiest of all Charities, the Love and Pity of all men made supremely efficient.

If, as Emerson said, "sensible men and conscientious men all over the world are of one religion," this is the expression of that religion.

The Red Cross is Humanity united in Service.

It asks no man's opinion: only his need.

Black or White, Friend or Foe, to the Red Cross there is no difference; it only asks: "Who is Suffering?" And to him it goes.

The Red Cross is so Efficient that Governments recognize it; so Pure in its purpose that whoever wishes well his fellow men, desires to help it; so Clean in its administration that the most suspicious can find no fault in it.

The Red Cross not only seeks to alleviate the cruelties of War; it is the expression of those human sentiments that some day will put an end to War.

It is the impulse of Love, striving to overcome the impulse of Hate.

It is Mercy's co-operation struggling against War's rivalries.

It is the one Society in which every Man, Woman and Child should be enrolled; for it knows no sects, no prejudices, no protesting opinion; the human being does not live that does not feel that the starving should be fed, the sick tended and the wounded healed.

Majestic and divine is this Long Arm of Mercy; it finds the fallen on the battlefield, it brings the nurse and the physician to the victim in the hospital; it leads the weeping orphan to a home; it feeds the starving, cares for the pest-smitten whom all others abandon, and pours the oil of Help and Pity into the bitter wounds of the World.

Where a volcano has wrought desolation in Japan, or a Flood in China, or a Hurricane in Cuba, or a Famine in India, or a Plague in Italy, or ravaging Armies in Poland, Servia or Belgium, there flies the Red Cross, the Angel of God whom the fury of men cannot banish from the Earth; and to the Ends of the Earth, over all the ways of the Seven Seas, wherever is Human Misery, there is extended, to bless and to heal, its Long Arm of Mercy.

One Hundred Merciful Millions

By Herbert Kaufman

ONE Hundred Millions for the Red Cross and not one penny of it for red tape.

The mightiest charity, the noblest and broadest volunteer movement of history.

The Red Cross shares no enmities, serves no flag but its own. It is God's agent. His healing, merciful will—the answer of twenty ever-gentler centuries to red barbarism.

Twelve million orphan children are wandering about Europe—twelve million frightened little boys and terrorized little girls, sent adrift to sob alone and

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perish in the wastes—to live like swine and die like curs, unless magnificent America ransoms them from death—and worse.

How many of *your* pitying dollars will search the desolations and save them for Tomorrow's works?

The Red Cross needs another Hundred Million, to glean the battle areas for precious seed before it rots in mind and body—before grief and horror and disease and unrestraint irrevocably blight them.

One Hundred Millions to prevent famine and stifle pestilence, to stamp out hideous fevers, to check an earth-wide wave of tuberculosis, to destroy shuddering filths where verminous plagues feed and breed and threaten all the universe.

One Hundred Millions to found hospitals and build rest stations, to send nurses to the Front and refugees back, to forward surgical units and furnish artificial limbs, to buy medicines and operating instruments, to re-educate the mutilated and show the blind where Hope still shines.

One Hundred Millions to maintain communication with detention camps, to provide war prisoners with food and decencies, to take messages out and bring letters in, to negotiate comforts and privileges for the captured, to buy blankets for them and clothes and books and tobacco.

One Hundred Millions for No Man's Land—for stretchers and ambulances for anesthesia and bandages and antiseptics; to train nurses and orderlies, to outfit and transport skilled specialists, to make sure that a dear one shall have a clean, sweet cot and a sweet, clean girl from home beside it.

One Hundred Millions to keep the world sound and wholesome, while the armies of Justice hold it safe.

The Train That Saved a Nation

How the Red Cross Help Roumania

HAVE you heard of what happened in Roumania when that stricken nation stood in rags and starving before the shocked eyes of the world? We had thought ourselves grown used to tragedies until this greater horror struck a blow that roused still untouched sympathies.

And yet we felt so helpless, you and I, so terribly weak in our ability to offer aid. But were we? After all, were we not the very ones who carried new life and hope to the heart of Roumania? You shall be your own judge.

Fighting with the desperation of despair, the shattered Roumanian army still struggled to beat off the Kaiser's bloody Huns, who were mercilessly trampling the life out of the little kingdom. And the Kaiser smiled brutally as he saw his wolves at work and knew that from behind the lines, attacking the fighting men of Roumania from the rear, entering the homes where mothers clung to the frail, distorted forms of their babies—was starvation.

No country around Roumania could help her—and America was too far away. Thousand would die before supplies held in our own country could be sent her.

Hope was gone. Death by hunger and by the dripping sword of the Kaiser was closing in. A brave little nation was being torn to pieces.

Then came the miracle. One morning the streets of Jassy, the war capital of Roumania, swelled with sounds of rejoicing. A city where the day before there was heard nothing but the wails of the starving and the lamentations of those mourning their dead now was awakened by shouts of joy.

You, my friend; you who have helped in the heroic work of the American Red Cross, had gone to the rescue of Roumania. A train of 31 big freight cars packed to their utmost capacity with food, clothing and medicine, tons upon tons

of it, had arrived in Jassy after making a record breaking trip from the great store houses of the American Red Cross in Russia. Other trains followed it; thousands were fed and clothed and nursed back to health. For weeks and even to this day the brave people of Roumania are being cared for in countless numbers by our own Red Cross.

So was Roumania helped, and when history records how this last fragment of a sturdy nation was kept out of the hands of the terrible Huns it will give the victory to your American Red Cross.

Billy Jones

By Wright A. Patterson

BILLY JONES—maybe your son or the son of a neighbor—was in the front line trenches in France when the German bombing party was driven back. His enthusiasm to get the Boches carried him over the top of the trench, and at the edge of No Man's Land a Hun bullet got him.

A comrade—maybe—maybe your boy—crawled out in No Man's Land and brought Billy Jones back to the American trenches.

Other comrades carried him back through the maze of trenches to a dressing station, where his wound was cared for.

A medical department ambulance carried him on to the field hospital.

From there Billy Jones was taken to the base hospital, and there a Red Cross nurse—your Red Cross nurse—is tenderly, carefully, smilingly nursing him back to health again so that he may not have to pay the extreme sacrifice that we—that you and I and our neighbors—may enjoy the blessings of freedom.

There are a half million of these boys of ours in France today and more going "over there" every week. They are there to wage the supreme conflict of the world with the brutal forces of autocracy that democracy, our heritage, may not perish.

We want these boys of ours to come back to us, and it is the Red Cross men and women—our Red Cross men and women—who will bring thousands of them back who would not otherwise come if our dollars will but keep them there to minister to these boys of ours. They are doing for us what we cannot do for ourselves.

The Emblem of Human Mercy

By Samuel Gompers

THE Red Cross is an emblem typifying human mercy and sympathy. Its mission to relieve physical pain and minister to mind and body has given it a place deep in the hearts of all our people. For those whose dear ones are in places of great danger it is a comfort to know that the American Red Cross is performing more effective service on a larger scale than ever before.

In addition to serving our enlisted forces, it is assisting in the work of civil relief among our allies whose soil is being devastated by the fighting.

Thus the Red Cross is helping to interpret the constructive spirit of our Republic which holds sacred human life and the ideals it seeks.

As time goes on the scope of the work of the Red Cross in Europe will increase in order that the organization may meet the demands that will be made upon it. It must receive the full and hearty support of the American people. It is only through such an agency that we can be assured relief and necessary ministrations to our young men forming our military force.

It is my sincere desire that adequate funds will be secured for the work of the Red Cross.

CONTRIBUTE TO THE RED CROSS

U.S. POSTING SERVICE.

**NOTICE
TO THE
UNEMPLOYED**

IF YOU ARE NOT AT
WORK, YOU ARE NOT
AN ASSET, BUT A-
LIABILITY, WHICH I CAN-
NOT AFFORD IN THIS
TIME OF WAR.

NEXT TO THE SOLDIER
WHO WON'T FIGHT, THE
ABLEBODIED MAN WHO WON'T
WORK, IS TO BE CONDEMNED.
IF YOU CANNOT FIGHT IN THE
TRENCHES, I NEED YOU ON
THE FARMS- ON THE RAILROADS
AND IN THE FACTORIES.

IF YOU ARE ABLE TO WORK
AND WON'T- SHAME UPON YOU.

1013-18-

Inspired by
Mr TOLEY'S letter of
April-18-1918-

Reproduced by Courtesy of
A. C. Kolp, Operator, Maroa, Illinois.

Work or Fight

Vice President Foley Discusses the Shortage of Labor in An Open Letter
Addressed to All Agents of the Company

Vice President Foley's letter addressed to all Agents of the Company, dated April 18th, follows:

"I have just returned from a trip over southern lines, where the shortage of labor available for railroad purposes is more acute at this time than on any other part of the system. The railroad cannot draw its labor supply from the clouds like the rain is drawn from them, as some seem to think it should be able to do. For its labor supply the railroad must depend upon the communities located along its lines.

"On my trip I observed great numbers of both white and colored men on our trains traveling from place to place. I wondered why they were traveling around at this season of the year, when their services are so badly needed on the farms and in the manufacturing industries, as well as on the railways. Passing through the towns, I saw enough idle labor standing around the depots, gazing at the trains to supply the needs of this company, as well as the needs of a good many farms and industries. At one town of approximately 1,200 inhabitants I counted 55 colored men standing at the depot. At another town of about 5,000 inhabitants, I counted 165 colored males, including boys, young men and middle aged men. At another place of 500 inhabitants I counted 23 at the depot, standing around with their hands in their pockets, apparently doing nothing whatever. The thought occurred to me that about 10 per cent of the labor supply of the South is idle at this critical time.

"I read an able editorial on the labor situation in one of our leading newspapers, which impressed me greatly. The substance of the editorial was that we are learning from this war that our time is a thing which does not belong wholly to each one of us as individuals, but that each of us owes an obligation to the whole and that the whole body of citizens has a right to enforce upon each individual the fulfillment of his duty. In cases where numbers of laborers of a community are idling away their time, which would prove so valuable to the whole body of citizens of the community, it would seem that the community should become interested to the extent of exacting from every idler the reason why he is not at work. An aroused public sentiment in each community against idling, in my opinion, would have a most salutary effect.

"The one job which we have on hand at present is winning the great war, and it follows that every person who is able to work, but who is not at work, is a liability instead of an asset to his country, and should be held up to scorn. My interest in this matter is just like the interest of every other loyal citizen anxious to do his full duty by his country. I firmly believe that a strong public sentiment against idlers in each community would make it so uncomfortable for the idlers that they would be driven to work. Some of them would drift into agriculture, others into manufacturing industries and the railroads would get their share. This is a free country, but it will not remain free unless every person exerts himself at this time to the very limit of his capacity. If idling is to be permitted, it ought not to be permitted now, and this should apply to the rich as well as to the poor. You should direct the attention of local authorities and leading citizens to the idlers around the depots, and do what you can in every proper way to arouse public sentiment against idlers. If there ever was a time to attack idlers, it is now. If there ever was a time when every person, regardless of age, color or station in life, should be at work, it is now. Rest and leisure

CONTRIBUTE TO THE RED CROSS

should be deferred until after the war has been won, until after individual freedom has been enthroned and made secure for all time. At present, a part of the business of every community should be to see that everybody is at work.

"These are my individual views. If you can make any use of them, I hope that you will do so. We need labor on the railroad and need it badly. The problem will be solved when the idlers are driven to work.

"Just as a matter of information, I would like to request you to acknowledge receipt of this circular, and give me the benefit of your views; also to advise me approximately the number of idlers in the towns and communities served by your respective stations. I do not know that I can make any use of this information, but I should like to have it for reference purposes."

Mr. Foley's letter refers to a trip through the South. It follows, without explanation, that the same conditions obtain in all parts of the country.

Mr. Foley has received more than one thousand replies to his letter from agents. He has also received letters from merchants, planters, lawyers, doctors, traveling salesmen, in fact, from all classes. It is unfortunate that space forbids publishing all these letters or even extracts from all of them, for they throw much light upon the subject. They prove that his estimate of 10 per cent of the man power of the country is idle, to be very conservative. They show that the railroads, although controlled by one agency—the U. S. Government—are bidding against each other for labor, and that farmers and manufacturers are also in the bidding, while in many instances the idlers stand by waiting for higher bids. They show that many laborers work only about one-half of their time, while they lay off the other half to spend their increased earnings. To control this situation, the Kentucky legislature has passed a law, which has just been approved by the Governor, requiring all men between the ages of 16 and 60, regardless of financial standing, to labor 36 hours each week during the period of the war. Vagrancy laws, both local and statutory, as a rule, only reach those who have no visible means of support and are therefore dead letters in the present circumstances. The Kentucky legislature has cured this defect, so far as that State is concerned.

Many towns in the Illinois Central territory, since the distribution of the Vice-President's letter, have appointed committees to investigate and control the idlers, while others have passed ordinances. The newspapers have responded, as they always do, to a good cause. Hundreds of them have printed the letter and many of them have commented upon it editorially. The war on idlers is on in earnest. It is to be hoped that it will spread to all parts of the country.

In the June number of the magazine some of the newspaper comment on the Vice President's letter will be reproduced. Following are extracts from some of the letters received:

T. S. Akers, Agent, Manchac, La.: "I reside in Ponchatoula, La., and am a member of the 'Home Defense Council.' We have secured the passage of a Vagrant Act by our Police Jury covering every phase of vagrancy. We have requested our City Council to adopt the same as an ordinance. We also have a Committee engaged in making a house to house canvass for the purpose of making a complete list of the idlers. In other words, it is simply a question of go to work, fight, or go to jail, with us. I am confident that we shall see a big improvement here in a short time."

B. D. Hill, Agent, Leland, Miss.: "I have your letter. The town authorities have passed an ordinance to the effect that all loafing in Leland must stop and that all able-bodied men must either go to work, go to war or go to jail. The ordinance is being enforced to the letter."

BUY WAR SAVINGS STAMPS

G. E. Galloway, Agent, Dyersburg, Tenn.: "I have read your letter with much interest. The authorities here are co-operating with us. A few days ago they started arresting all loafers and taking them before the courts. I think we are going to get fine results here."

B. L. Baker, Agent, Tickfaw, La.: "I have your letter and have discussed it generally. The Council of Defense and the citizens of Tickfaw have agreed among themselves to make Tickfaw an undesirable place of abode for idlers. In my opinion, if the citizens of every town along the line would get together and take a firm stand against the idlers, they would soon be rid of them."

J. H. Hurt, Agent, Sumner, Miss.: "I have your letter. We have quite a number of idlers around here, but our town authorities are endeavoring to put them to work and we are assisting the authorities all we possibly can along this line. I have posted your circular in the waiting rooms."

S. Kerr, Agent, Cedar Rapids, Ia.: "My views about idlers at this time are that their action is akin to treason. The constitution defines aiding or abetting of the enemy as such. At a time when it is necessary for the entire man power of the country to labor in order to provide food, manufactured products and transportation for home consumption, the army and our Allies abroad, the man who is not physically incapacitated for labor, but who refuses to do his share, may be classed as a slacker of the worst type."

L. S. Jackson, Agent, Nortonville, Ky.: "I have directed the attention of the town authorities and leading citizens to the idlers and they have promised to take some action against them. They must either go to work or leave town."

J. S. Berry, Agent, Sturgis, Ky.: "I have brought your letter to the attention of the City authorities and they tell me that they are going to clean house. The Mayor of the City advises me that loafing will no longer be permitted in Sturgis."

J. E. Williams, Agent, Greenville, Ky.: "I heartily endorse your views on the subject of idling. The present time is more serious than most of us realize. While the majority of the people are working, and working hard to win this great struggle, the idlers do not seem to realize that they are a great burden to the government. Instead of making the best of their opportunities, and endeavor to produce something to feed and clothe the men who are fighting and dying for them, they are idling away their time. Doubtless, more is required to feed and clothe the idler than is required to feed and clothe a soldier at the front."

Canada Howell, Agent, Helena, Ark.: "Helena and West Helena, connected by a street car system and two railroads, have a combined population of about 21,000, sixty-four per cent of which is colored. Out of this population, I feel safe in saying there are 500 men and boys idle on the streets every day in the week. The difficulty about the colored laborers is that, on account of the high wages, they can work half the time and loaf the balance of the time. However, the authorities are beginning to make it uncomfortable for the loafers."

M. E. Wilkey, Agent, Wheatcroft, Ky.: "I have discussed the contents of your letter with our town officers and with leading citizens, and they have enlisted for active duty in this patriotic work of driving the idlers into useful employments."

R. P. Walt, Agent, Boyle, Miss.: "Big crops and high prices have much to do with idling among the colored population. They will not work when they

have money. I have shown your letter to leading citizens of this place and they have promised co-operation to see that all either work or fight."

E. P. Russell, Agent, Brookhaven, Miss.: "With reference to your letter on the shortage of labor, I am of the opinion that if laws and ordinances were passed requiring everyone, white and black, rich and poor, to be constantly employed during the period of the war, that it would eliminate the shortage of labor, not only on the railroads, but in manufacturing industries and on the farms. I brought the subject of your letter to the attention of the Mayor and members of the City Council. They passed an order directing the Chief of Police to make an inventory of the loafers, both white and black, and notify each of them that they must be at work on regular jobs within one week, and each week thereafter must present a sworn certificate from their employer showing the number of days worked. Failure to do so under the order will constitute prima facie evidence of guilt and the violators of the order will be sentenced to the County Farm. I am sure that we will now be rid of idlers around Brookhaven during the period of the war. I hope every town in the country will take hold of this movement at once and take such action as will require every male person to be employed six days in every week."

O. P. Bland, Agent, Cruger, Miss.: "I turned your letter over to the cashier of our bank and he got busy with the planters. Result—eight negroes were brought before the Mayor and fined. The planters paid their fines and will permit the negroes to work them out on their plantations. The negroes are to report to the authorities where they are working once each month for the balance of the year."

E. O. Arrington, Agent, Gilman, Ill.: "About seventy-five per cent of the loafers around here are young men. Just how to cause them to go to work is a problem. I hardly think public sentiment against them would be of much avail, because I feel that any man who, under the present conditions, with our country at war, is not at work doing something of a helpful nature, would not be influenced by public sentiment. I think the situation can be controlled only through compulsory means."

T. D. Howell, Agent, Shelby, Miss.: "Colored laborers around here seem to have plenty of money and unlimited credit. They wear the best of clothes and enjoy pretty much all the luxuries of life. You can look out most any time during the day and see anything from a Ford to a Hudson Super Six loaded with able bodied negroes absent from their farm work joy-riding. I do not think we have many who are entirely without employment, but a large per cent of the colored laborers are idle a part of the time. I was just talking with a gentleman who made a trip across the country of 26 miles, and he stated that he did not see over ten or twelve men at work in the fields. He said that an Indian doctor had advertised a performance in the neighborhood and most of the colored laborers had laid off to attend the show. During last fall when the labor situation was so acute, and we were so badly in need of men to load and unload cars, minstrel shows completely blocked our efforts to get men."

J. L. Campbell, Agent, Birmingham, Ala.: "The conditions which you mention in your letter obtain in Birmingham. Two weeks ago I only had about one-half the laborers needed to take care of the work and went in search of more men. Within three blocks of my office, I found a crowd of about fifty colored men loitering on a street corner. On another street corner I counted 129 colored men who were, from all appearances, unemployed and were simply loitering their time away. I believe sufficient time is wasted by the loiterers to supply the present needs on the farms, in the industries and on the railroads."

W. M. Johnson, Agent, Grayville, Ill.: "The general opinion here is that all loafers should be conscripted and assigned to duties during the period of the war."

H. W. Blades, Agent, Princeton, Ky.: "I discussed the contents of your letter with our Mayor and he promised immediate co-operation. The campaign against idlers is on and I will advise results later."

J. D. Doty, Agent, Hackleburg, Ala.: "I think your estimate of ten per cent of the able-bodied men who are idling away their time is entirely too small. Twenty per cent would be nearer correct. I employ all the time from two to five men. I could use five now, but only have two. If you ask a man to work for you, it seems to insult him. I believe that our government should enact a law requiring all able-bodied men to either work or fight."

A. P. Cook, Agent, LaCenter, Ky.: "We have a town of about 800 people, and I would estimate there are from 30 to 35 unemployed men and boys here who have apparently no reason for being idle. They pick up odd jobs and seem to have no desire for steady work at a reasonable wage. Usually their excuse is that they can get more money for their labor at some other kind of work, yet do not make any effort to secure that other kind of work. Of course, the community is paying for their idleness. They are living out of other people's labor without the consent of those whom they are imposing upon. The only remedy seems to be stringent laws requiring all men to work steady during the period of the war."

J. L. Hughett, Agent, Daniel Boone, Ky.: "I feel that if the good people of each community where there are idlers would discuss among themselves the conditions that prevail, and do this in the presence of the idlers, that it would put them to thinking. I have been doing this here since the receipt of your letter, and for some reason I have noticed that within the last few days there seem to be fewer idlers hanging around the town. Where they went I do not know, but if everyone would do this same thing, it would become so hot for the idlers that they would not find a warm welcome anywhere."

J. T. Donovan, Agent, Paducah, Ky.: "I read your letter at a meeting of the Board of Trade the same day I received it, and it was very favorably commented upon. Means were discussed and recommendations were made to combat the evil of idling. Your letter was also discussed with the Chief of Police and Commissioners of the City of Paducah, and they were greatly interested in the matter. The daily newspapers also commented upon your letter in both the news and editorial columns and your position was strongly endorsed. Your suggestion will be of great use in this section just at this time."

J. H. Simpson, Agent, Bobo, Miss.: "This town has a population of about 300, and I am sorry to say there are about 25 or 30 persons here well able to work who are not steadily employed."

G. W. Mercer, Agent, Marion, Ill.: "I have your letter. I immediately called upon the Chief of Police and, together, we compiled a list of 30 able-bodied men who reside here and who are not steadily employed."

W. B. Sanders, Agent, Magnolia, Miss.: "A few days ago a colored man who was frequently seen loafing around the depot was approached by our section foreman and offered work. The man replied that he was willing to fight, but would not work. He was reported to the Town Marshal, who arrested him on a charge of vagrancy, and he was sent to the County Farm for thirty days. This has had a good effect here. I have brought your letter to the attention of the town authorities and the leading citizens. Public sentiment is being aroused here and I think this will result in an increase in the number of laborers available for railroad work, as well as the other industries."

C. S. Rand, Agent, Hammond, La.: "Replying to your letter, beg to say a committee of citizens has been appointed to investigate the labor problem at this place and I think results will be secured."

W. H. Allen, Agent, Independence, La.: "I have your letter and heartily agree with you that something should be done to rid each community of the drones that produce nothing, yet are heavy consumers, at this critical period, when every able-bodied man should be at work. The one-armed and one-legged men seem to be engaged in useful employments; the loafers are usually apparently in the pink of health. The drafted men in this community were all working men and useful citizens. Today, I was informed by the Chairman of the Local Board of Defense that the idlers had been listed and action would be taken at the next meeting requiring every able-bodied man to immediately seek steady employment, or prepare to leave town on short notice. I am a member of the Board of Aldermen of this town and have brought your letter to the attention of the other members of the Board, and you can rest assured that we will take up where the Local Board of Defense leaves off. I believe that the idlers all over the country will equal in number our standing army and that it requires as much food to feed them as it requires to feed the standing army at the present time."

Charles Minter, Agent, Dundee, Miss.: "Since receipt of your letter, I have had a talk with the magistrate and he has decided that all idlers must go to work or get out of town. We are going to clear our little town of these undesirables."

John R. L. Stafford, Agent, McManus, La.: "I took yesterday as an example and counted 16 colored and 6 white men, all fit for some kind of service on the farm or on the railroad, who were not at work. I am taking the matter up with our authorities and feel that we will get results."

W. S. Hall, Agent, Bloomfield, Ind.: "The idler, the slacker and the pro-German are all in the same class, traitors to the country that feeds and protects them. Myself and family go without things that we would like to have to eat and to wear in order to help 'Swat the Kaiser,' and every American man that has any red blood in his veins is doing the same thing."

L. V. Clark, Agent, Cannonsburg, Miss.: "Your letter contains the best information yet given on how to help our country at the present time. I think each county should have a traveling officer whose duty should be to investigate all cases of idling."

H. Marx, Agent, Charleston, Miss.: "In reply to your letter concerning idlers beg to say the Sheriff of this County has issued the following order, headed: 'Notice. Important! Go to Work, Go to War, or Go to Jail.'"

W. L. Venner, Agent, Hodgenville, Ky.: "I find the labor situation to be that the more some laborers are paid for a day's work, the fewer days they will work. They work just enough days in a week to get money enough to live on the balance of the week."

S. F. Wakefield, Agent, Unionville, Ind.: "The labor shortage here is very acute. I know of one young man who worked on the section all winter up to about six weeks ago and quit because he was not paid more money than he was getting. I am unable to see that he has improved his condition. It is difficult to get behind such fellows, as they are usually overpaid at the lowest possible wage."

J. F. Cailey, Agent, Tolono, Ill.: "I took your letter to the editor of our local paper. After reading it over, he pronounced it the best article on the subject of unemployed labor he had seen and said he would be glad to publish it in his paper. I asked the editor to add a few lines to the effect that if anyone reading the article was out of employment and desired to enter any line of the

railroad work, to make application to me as agent of the company, and I would see that the application was placed before the proper department."

P. H. Morrison, Agent, Coleman, Ill.: "Any fair-minded person could not but agree with the views contained in your letter, and I might add that I think the government would be perfectly justified in drafting idlers and distributing them around where most needed. A man who always thinks he is doing too much for the money he gets is not much of a success. A man should now endeavor to do just a little bit more than he was expected to do when everything was normal."

W. R. Foster, Agent, Williams, Ia.: "I have given my son that he might fight in the common cause of democracy. In this crisis our country needs every man no matter who or what he may be, or what his station in life, or the economic position he may hold, for he owes to his country all that is in him."

E. E. Clark, Agent, Cleveland, Miss.: "This town has a population of between 2,500 and 3,000. I would estimate at least fifteen per cent of the laborers in this population are idlers. You cannot hire this class for love or money. Any man who hasn't enough manhood to respond to the noble cause of labor at this critical time should be marched out to work under the muzzle of a shotgun."

W. C. Smith, Agent, Pochahontas, Miss.: "We have quite a number of idlers around here. The colored laborers have made quite a bit of money on cotton and corn. They will not work until the money is all gone. We have a vagrancy law for the state, but it is never enforced and only applies to those who have no visible means of support."

R. Burnett, Agent, Anna, Ill.: "We have some idlers here. I happen to be the Mayor of this City and I have recommended to the Council that we enact and enforce an ordinance to cover the question discussed in your letter."

J. L. Center, Traveling Salesman, Memphis, Tenn.: "I read your letter in the Commercial Appeal. What you saw on your trip I see every day. The same conditions exist everywhere among both whites and blacks. I suggest you take the matter up with Congressmen and Senators and urge them to pass a bill enforcing the registration of all males from 18 to 65 years of age, giving the ages, occupations, the amount of Liberty Bonds, Thrift Stamps and War Savings Stamps each has bought, and obtain information in regard to what each person is best fitted to do in the way of labor during the period of the war."

Dr. O. W. Ferguson, Mattoon, Ill.: "I fully agree with you that an able-bodied man's time is not his own and that everyone should be engaged constantly in some useful occupation. Human effort is a commodity to which the public is entitled on reasonable terms during the period of the war. A labor census should be ordered and everybody should be included. It is nonsense to say that your son or my daughter, if capable of productive effort, should be allowed to remain idle simply because we are able to feed and clothe them in idleness."

John E. Kane, Attorney-at-Law, Bardwell, Ky.: "We have some idlers here. Labor is much needed in all lines of industry, but this fact, together with good prices, does not seem to move them to habits of labor. Nothing short of penalties for being idle would induce many of them to work."

Robert B. Mayes, Attorney-at-Law, Jackson, Miss.: "I think the idea of your letter is excellent. If there was organized in each community a committee whose duty it was to find out who were working and who were idle, it would be very potential in putting everybody to work at something."

W. W. Craig, Attorney-at-Law, Ripley, Tenn.: "I will take up with the county authorities and the newspapers of this county the matter of arousing the public generally to the necessities of the hour. Our condition in this

county could be considerably improved, though we haven't a very bad condition existing now."

Trimble & Bell, Attorneys-at-Law, Hopkinsville, Ky.: "The negroes make so much more money now than they formerly did that they are prone to work a few days and then loaf as many days. This is a very serious question and we doubt very much if it will ever be successfully handled until the government shall take the matter in hand and appoint an agent or a committee in each county with power to act. However, we have organized in his city and county a society to enforce the law against idlers. Prominent business men are at the head of this organization and we believe that the law is going to be enforced locally and that all idle people will be forced to go to work."

Rhodes & Rhodes, Attorneys-at-Law, Milan, Tenn.: "We have carefully read your letter. There are ablebodied white and colored men in all of our towns who are not within the draft age and who are fully capable of doing manual labor. Just how to enlist these men, we are unable to say, but there should be some way to put them to work. If all of the men who are able to work, and who do not expect to go to war, were employed, there would be no shortage of labor by the railroads or on farms."

W. A. McDonald, Attorney-at-Law, Ashland, Miss.: "The first duty of everyone should be to win the war, and to do this, I believe the country should be organized on a war basis, and every male citizen between the ages of 16 and 65 should be drafted and assigned to the position he is capable of filling until the end of the war, and worked under military authority. The sooner this is done the earlier the war will be terminated in favor of the Allies."

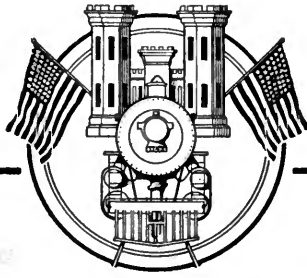
Hon. Walter A. Scott, Mayor, Jackson, Miss.: "I wish to thank you for your excellent letter with reference to the labor shortage. I firmly believe that every physically fit person should be a producer and should be made to 'work or fight.' Some time ago I issued instructions to the Police Department to begin a crusade against the vagrants and the slackers. We got very good results, but I feel that we can do more; consequently, after reading your letter, I have decided that we will now redouble our efforts."

Appointments and Promotions

Effective April 19, 1918, Mr. J. L. Beven, is appointed Assistant to the Vice-President with headquarters at Chicago.

Effective April 1, 1918, Mr. B. J. Rowe, Coal Traffic Manager, has been appointed Supervisor Coal Traffic, representing Regional Director, Western Railroads, effective this date.

Mr. F. H. Law, Assistant General Freight Agent, will be in charge during Mr. Rowe's absence.



The Typical American and the War

By Morton Denison Hull

I know a young man who as a volunteer in the fighting service of the United States is now enroute to France. When he enlisted, he was asked a number of questions by one who loved him.

Did he realize what he was up against?

Yes, he answered, he thought he did.

Had he ever thought of himself in the midst of the fighting? ----

Quietly the answer, "Yes, he had."

How did he think he would feel in the actual fighting?

"Scared to death," came the answer with a smile.

Why, then, he was asked, did he wish to enlist before the draft age?

"Because," came the calm response, "though he hated war, there was no place where he could go and get away from it." Because "it was his job, and he felt he had to go."

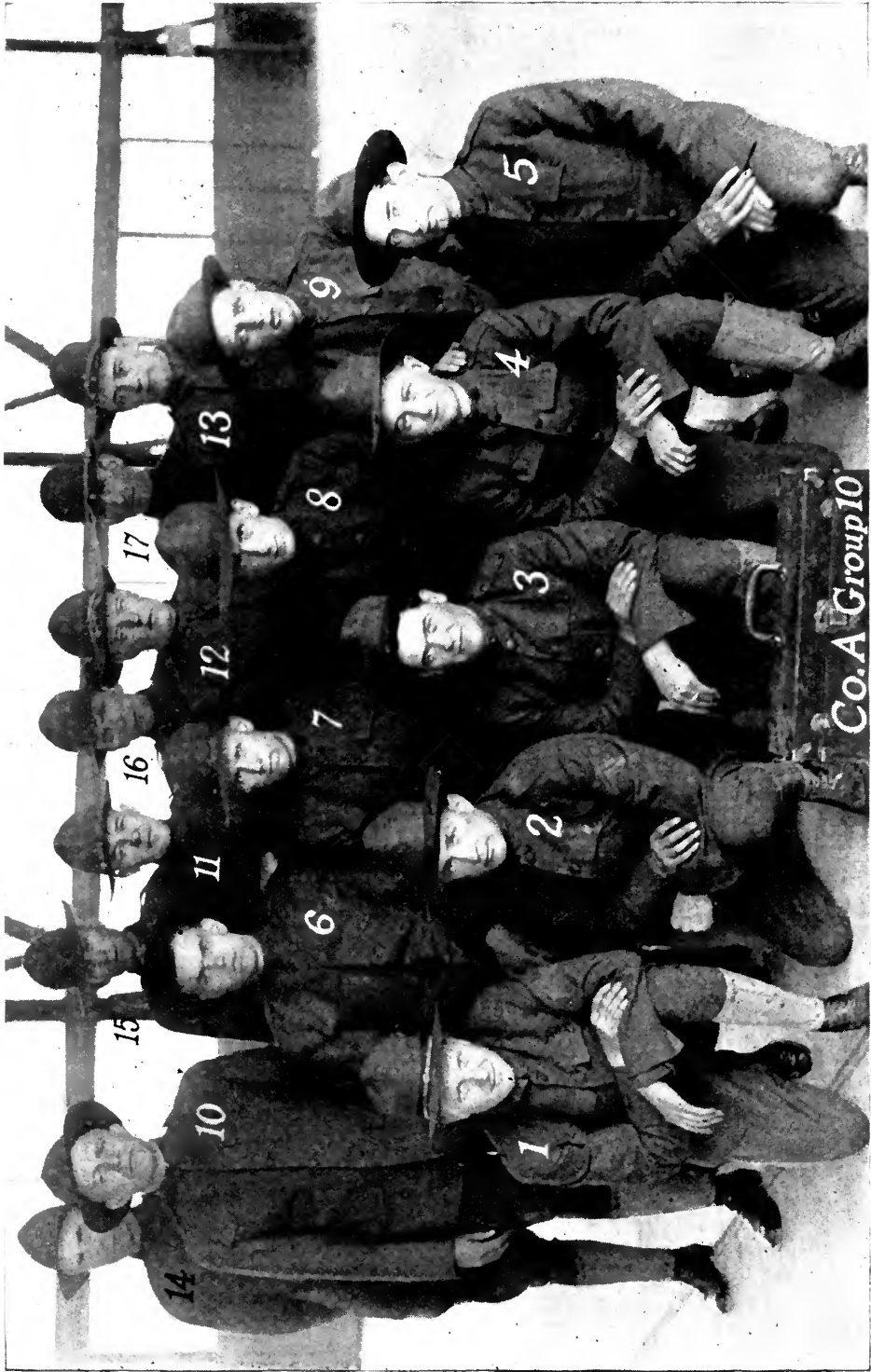
What was it that appealed to this young man with such compelling force that from its beckoning call no corner of the world could shelter him? It was the cry of liberty crucified in Belgium and France. It was the outraged feelings of a strong and chivalrous young man at the conduct of the German power. It was the growing fear that if the liberties of Europe were conquered by the jungle spirit of the Prussian monster, "the day—the reckoning day would come for America as well.

He knew the sense of fear and was willing to acknowledge it. He knew the horrors he might face, but was willing to face them. His was the spirit to conquer fear in a righteous cause.

I like to think of this young man as typifying the attitude of the thousands of young men already "over there" or destined to follow them. I like to think of his attitude as typical of America in this war. Shall we who are left behind fail to respond to the inspiration of their fine example?

They need our sympathy and our support in the spoken and the written word, and more than all else the support which our money and our might can give. For that purpose our government is seeking huge sums of money, by way of taxes and of loans. Three billions of dollars are asked of us in the present loan. It is in truth as well as in name a liberty loan. To subscribe to it is a privilege which we shall be glad to recall in coming days. It is however, an enormous sum and it cannot be raised by the subscriptions of a few. It will need the collective subscriptions, small and large, of millions of our people.

Surely the people of this state will not fail to be numbered generously among them. Where our heart is there will our treasure be also. If our heart is in this war, our treasure must go with it. And our hearts must be in this war if we have the conscience and instincts of free men.



1—J. Z. EASLEY, 2—W. T. PASCAL, 3—M. E. KINNEY, 4—H. J. SMITH, 5—H. J. PARK, 6—S. M. HILL, 7—E. F. DINSEN, 8—N. E. MOCK, 9—L. E. MORRISON, 10—A. G. BAIN, 11—M. T. LAGERWALL, 12—V. A. HUNDLEY, 13—M. E. BARTON, 14—W. M. HOOVER, 15—W. H. BERGERON, 16—T. J. GARLAND, 17—R. C. EKSTRAND.

WYNDY CITY ECHO

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THE ADJUTANT'S MOTTO.

« The Silver Lining »

Just as the sun breaks through the clouds after the storm, and discloses the beautiful sky beyond, so, in our daily life, through the dark, discouraging clouds of disappointment and sorrow, the sun of Hope springs forth to cheer each one to greater efforts.

No matter how dark and gloomy the future looks to each of you, remember that in the very hour of despair, unseen forces of which you know but little, are working to shape your destiny and to bring to you a better and brighter outlook on life.

Though your present task may seem to you to be small and scarcely worth while, yet in this great struggle for democracy each man must do his bit to the best of his ability.

Whether it be on an engine or at a lonely detachment, each cog in the wheel is of equal importance.

When you see an aviator fly over, remember that all cannot be airmen, and that for every man in the air, four soldiers are necessary to maintain him. The same is true of the men in the trenches, for every brother-in-arms holding the line, eight men working in continuous service are absolutely essential, that the front be maintained unbroken.

The element in human nature which bids us all be restless and anxious to climb to heights unknown, has caused the whole world to progress through the past ages, and even now the longing for action which is manifested by numerous requests to transfer to other branches of the service, is indeed a worthy one, but let us not lose sight of the important fact that we are a part of the defense and as such, cannot be spared until others are sent to take our places.

Until then let each strive to do the portion of work assigned to him cheerfully and willingly, with the knowledge that each day's task well done, brings us that much nearer home.

T. P. HORTON.

Furnished room with board. First floor. All modern conveniences, rates \$1.10 per day. Apply to the Sergeant of the Guard.

Me and the pal was always kids, Rosa.

OVER THE TOP

Did you see the thing they've handed me?
And they dare to call it a hat,
An Oversea,
But Oh, to me,
Its a darn sight less than that.
And to think I had to give 'em
The Campaigner I loved so well
For such a lid,
Fit for a kid,
Sherman was right, Its Hell.

I came to love that old broad brim
It was shelter in every season.
They've robbed me of
The hat I love.
For why? They have no reason.
A Comrade or his broach?
You're outa luck,
We're just plain Buck,
Of a million or more in France.

To think they've taken you from me
Indeed it dims my eye,
Why you are home
Where e'er I roam
Gosh but I'd like to cry.
And this other thing they've issued-
It fills me with disgust
This new head gear
Is mighty queer
But wear it, I guess I must.

To cover my dome I'll put it on
But damo-it, it will not cover,
Oh I why? Oh I why?
I wail, I sigh,
Did they have to take the other?
My half-bare cocos'll drive me loco
I sure can never wear it
Why on the square,
I'm naked there,
But I'll have to grin and bear it.

TED SULLIVAN.

MY TIN CHAPEAU

The powers that be have issued me
A useful hat of tin.
Its armour plate protects my pate,
But makes me look like sin.
And when the giddy Gothas from
The clouds their pills do throw,
I view with smiles the falling tiles,
And bless my tin chapeau.

RICE

Rice is a cereal possessing great nutritious value, and is raised extensively in China, the Philippines and Louisiana. Fortunately there was a record crop in 1917 and several million tons were shipped to France for the American soldiers. In shipment the color changes from white to olive drab, but this fact in no way impairs its wonderful food value.

That it is a very popular dish is proven by the fact that all the soldiers eat it for breakfast every day that they get up for breakfast. Any rice not used up for breakfast, is allowed to remain on the same shelf with a cake of chocolate until noon and is then served for dinner with two raisins per fifty men.

This is known as camouflage, as when seen from an aeroplane traveling 120 miles an hour at a height of 2600 feet, it looks like pudding.

Such wonderful results have been obtained in giving soldiers rice as a substitute for food, that it is planned to burn gravel in our locomotives commencing April 1st.

E. P. DUDLEY.

OBITUARY

Private Karl Hansen, Company F, was fatally injured by an accident at on Saturday February 2nd. He died very shortly after the accident and was buried the following day at with military honors. Hansen was a native of Vile, Denmark and had been a deep sea sailor for twelve years, having shipped in various lines of trade that took him to all parts of the world. He had been naturalized at Ashland, Wis., and came to the regiment from the New York Central Lines. He was well liked by all who knew him.

36

The Officer of the Day recently had occasion to bawl out a cube passer for some wild pitches. Later the lad said: I sure am getting careless. He passed by three times and I never came within a foot of him.

37

Briquette prices: 18 cents wholesale; 90/90 retail.

CONTRIBUTE TO THE RED CROSS

2

WINDY CITY ECHO

The unofficial organ of the 13th Engrs. (Ry) U. S. Army. Published monthly on the 13th. Price 25 centimes, per issue. Subscription rates to be announced later.

S. L. Beckwith, Editor-in-Chief.
W. N. Bissell, Editor & Treasurer.
W. G. Burns, Business Manager.
D. I. Hette, Circulation Manager.
H. E. Reading, Sporting Editor.

EDITORIAL

The first few days in the life of a human being are always critical and filled with considerable anxiety on the part of all concerned. This is to a certain degree true in the birth of the Windy City Echo. The first month we got together four pages of matter, had it printed, and sold copies enough to pay for the paper, the cost of the printing, and enough beside to run six pages in the March issue.

We have kept our ears to the ground for criticism and suggestions, and have got lots of both, a good deal of which has been cashed in on in this number. The most frequent complaint was that only a small part of the Company news submitted, was used, which was due to lack of space. With two more pages this month, we will print twice as much Company news and also run a couple of specialties, such as the Windy City Ad, which was one of the features of the officers' Thanksgiving celebration.

From now on it is up to the men whether the paper sinks or swims. If the men send in the stuff, we will print it, if they buy it, we will have money enough to pay for the next month's issue.

A WORD FROM THE CHAPLAIN

I wish to thank all the men of the regiment who have assisted in putting on shows and entertainments. Your service is not to me, however, but to the regiment, which certainly needs "something doing" to pass away the lonesome hours on Saturday and Sunday nights.

We are in a position where we must depend on local talent, so if you know of a man who can sing or do a stunt, tell the Chaplain. Am always on the lookout for new talent, and any Company, barrack, or group of men who will get up a show can use the hall. Any sort of good clean fun is appreciated.

It will soon be time for outdoor sports. We are leveling a small space for an athletic ground between the barracks, and will make a regulation baseball diamond on the nearest good field. It is expected that the Y.M.C.A. will furnish some equipment in the near future.

PRIZE CONTEST

Can you write a Story or a Poem? The Windy City Echo offers two prizes for the best story or poem submitted before April 15 1918. Stories are limited to one thousand words and poems to fifty lines. They must deal with some aspect of life in France in wartime, and must pass censorship.

The manuscripts will be judged by the Adjutant and the Chaplain, and must be sent in sealed envelopes plainly addressed, Echo Contest, ----- The Echo reserves the right to use any or all of the manuscripts submitted (free of charge), and the prize winning articles will be printed in the May issue. Twenty five francs will be paid for the best contribution, and fifteen francs for the second best.

APPRECIATION

We published in last month's issue of the ECHO a list of women who did great Christmas work for this regiment in collecting packages at Chicago and forwarding them properly packed and promptly inspected.

Through misunderstanding on our part, the list as published was far from complete, and we hasten to make grateful acknowledgement to the following: Mrs C L Bent, Mrs O L Whiting, Mrs S G Taylor, and Miss Lillian Walsh.

Because the Christmas presents for the wounded soldiers at the French hospital at did not arrive on time, the men of this regiment made up a truckload of presents out of their own boxes from home which were distributed on time. In return for this courtesy, our men were invited to a concert by the famous band of the 9th Chasseurs, which was very much enjoyed by a large number of men who were in off the road.

One of the well-known war correspondents who have visited our camp, published in the Chicago Daily News a request that some phonograph records be sent to us to be turned over to one of the hospitals on our road.

The following Chicago people have already sent several fine records: Mrs A V Clarke, Miss B Hitch, Miss Helen Wright, Mrs A Stuppel, and Miss Cordelia E Guelip.

It is safe to say that these records could not have been placed anywhere where they would do more good, than in the wards of an evacuation hospital for wounded soldiers.

NOTICE

To the Brethren of the Masonic Fraternity with the Amex Force in France. Greeting: This is to announce that the Heather Hill Masonic Club of the Thirteenth Engineers Railway will hold an open meeting on Wednesday night March 27th at 8.00pm in Company B mess hall. You are all cordially invited to attend.

GEORGE S CASE,
President.

SPORTS

Lieut. Horton and « Our Chaplain » Lieut. Cutler are promising candidates for our baseball team. You have probably noticed them back of headquarters. Lieut. Cutler fields like a major leaguer and Lieut. Horton knocks them a mile with the willow, he said that he would not try the fielding game until he had taken off a little avoirdupois.

Jennings is trying some new holds on the engine.

We have enough material to make up a number of good baseball teams and intend to establish a league of about six teams as soon as the weather permits. The Commanding Officer is heartily in accord with this movement and the only thing necessary now is the procuring of equipment. The suggestion is made that every one interested in the game write home for at least one ball. We have tried to procure some equipment through the Y.M.C.A. without success.

Have you witnessed the boxing tournament held in the fireman's barracks. Some pretty clever boys.

Lieutenant Cutler is doing all in his power to arrange for a good line of sports for the coming summer. It is a necessary adjunct to the regiment. Good clean athletics will tend not only to build up the physique of our men but will also do much to relieve the monotony of our daily work.

Doty and Jennings are matched for March 12. This ought to be a battle worth going miles to see. Both men are high class wrestlers and it looks pretty even. Doty has a slight advantage in weight but will probably train down before the match.

MISCELLANEOUS

The Supreme War Council of the Allies have adopted as their International Melody, EVERY LITTLE MOVEMENT HAS A MEANING ALL ITS OWN.

What we would like to know is, what part of State Street that ten minutes was supposed to represent.

A to C: Do you like the Champagne of France? C to A: Yes, but I prefer the Old wine of Iowa.

THINGS THAT WORRY PRIVATE BLINKS.

How am I going to take all my souvenirs back home with me?

I wonder if my name will be in the next issue of the Echo?

Will I ever get a chance to visit Nice?
What will it be tonight, hash or hamburger?



Co. A.

Corp. McKee — Editor.

It is rumored that Paul B. Mullin and R. B. Blackley are going to break up house-keeping. We wonder if that missing tooth of Mullin's has anything to do with it.

We wonder why R. R. Restle and others of Company A are complaining because Fred A. Saar makes frequent visits to the first town east of the Windy City. F. M. Rosenbaum and Fred Writesman say there is a mademoiselle in the case.

If Bailes continues to wear that camouflage on his face he will make a good Regimental Whitewash Brush. Next time you see « Slim » Murray ask him if he ever sees his one-eyed friend any more.

Some of the boys measured Bill Hoover's mustache last night and it measured 14 inches from tip to tip. One thing about « Bill » he never puts out « stove pipe », but he did say his mustache in 1911 was long enough to tie around his neck.

We all know straight air will go through a crooked pipe, but one thing we don't compris is how to get steam to blow by the regulating valve by turning engine end for end. It can be done though. If you don't believe it ask Master Engineer McKee.

J.J. Morris visited the Windy City January 31st. We understand he was looking for men to

gather next year's rice crop for this regiment. The boys are getting so they don't eat anything but rice for breakfast.

Company A men who frequently refer to our antiquated style of firearms may be encouraged to know that an issue of the latest model is in the offing, also an opportunity to use same. We have a hunch that there will be numerous requests for transfers.

Friends of P R Reed will be glad to know that he is now sougly esconced at Company A headquarters as Secretary to the Captain. G A Pellar relieved Reed at

Corporal H J Park is once more on the Job after having distributed joy along the line in the form of pay envelopes, a trifle late. He incidentally visited some very interesting ruins en route.

Corporal McKee appreciates greatly the loan of Sergeant Halverson's fine overcoat while on furlough to Paris. He went completely disguised as a U S soldier which is going some in camouflage.

Company A through its own columns would like to once more express its appreciation of the kindness of the Illinois Central men who contributed to the Company A Christmas fund.

It was a fine selection of good things and you sure are there, boys!!!

Our First Sergeant, Le Petit Halverson, is practicing great economy preparatory to giving Paris the double-O.

Captain Welch has cabled Al G Field,

Minstrel King of America as follows: Thanks, Al for your offer to come over with your troupe, but Chaplain Cutlar has organized a Minstrel Company for the Thirteenth.

We are running across married men every day now -- Family Allowances.

Speaking of transfers, no doubt a great many of the boys would make a great record in the Tank Service Corps.

MORE TOBACCO

We have just received an assortment of tobacco from the Railway Regiments Tobacco Fund. This organization was established very shortly after the recruiting of the Railway Regiments, and is made up of the numerous concerns selling steam railroad supplies in the States. The response to the request for contributions was quick and generous, and we hereby tender the hearty thanks of the men of this Regiment. The soldiers do not like the tobacco sold in France and such gifts are so much the more appreciated.

Co. B

Sgt. H. R. Tinsman — Editor.

Section Foreman Corporal Court Trotter is training an army of Anamites in the Manual of Pick and Shovel.

Tarle too Riley spent a week in the hospital as a result of eating his own cooking.

P.O. Ferguson believes in Sammy Backers. Why should't he?

Pussyfoot Carl Tiedeman has shaved off his mustache as he was mistaken for a sea lion.

« Regular Army » Smuck says the Germans prize their landmarks too highly to blow up Windy City. It is suggested that the City Council place a ban on electric signs after a certain hour. Such a scheme worked well in New York.

Co. B. wishes that it be announced that « Dusty Rhodes » will be held responsible for all stove pipe coming from that station.

Tarl Riley made a visit on his old friends at ----- but spent most of his time in the village. What's the attraction?

« Old Gobbler » Bennett has moved to -----.

Dao Fauser seems to be very much down-hearted because he has forgotten to make an allotment to his Sammy Backer.

Information from a well informed authority states that « Race Horse » Dan Waleo is going to start saving his money. Judging from his other reforms, he will probably be able to go to Paris in about a year.

Mott's Hotel will serve a new dish next week -- Creamed Carrots. C. P. Johnston take notice.

Lord Lovette, the Silent Bugler, was a visitor at our camp yesterday.

As there is no live stock in this vicinity, Horsehoer Amley is acting as operator.

Chef de Cuisine Anston Riley, would like to know who is next out to get the milk in the morning.

Meas Sgt. Mott is organizing a Cement Mixers Union.

Slim Bootjer is now Chief de Keep at ----

Supply Sergeant Simon has applied for appointment as permanent Sergeant of the Guard.

A sad accident occurred at --- at 13 : 13 o'clock on Feb. 14th when Louis Pinard Robken's mouse hound, Trigger, had both hind legs amputated by train # 23. Trigger had been playfully engaged in biting chunks from a car wheel flange when 23 moved ahead with the above result. Doc E F Quinn was hastily summoned from his domicile in the village and, after a careful diagnosis, chloroformed Trigger with a French carbine. Doley Yunkers and Hank Fritz officiated at the instrument. We accept your sympathy.

One of the most important social events of local residents took place February 11th when our Anamites of the track department celebrated New Years as it appears on the Chinese calendar. Prominent among the American guests were Chef Dequipe, Current Kelly and his efficient assistant, Vermouth H. Lange. Ye scribe is unable to secure many rational details of the celebration, but it would appear that our comrades were entertained royally, not to say "fully". The menu consisted of drinking champagne from five positions.

L E Silcott is visiting some old friends in --- Senator E M Bradley has also gone for a little recreation in the same locality.

Corporal W R Hulen, Chef de Cuisine C. M. Platzer and others from --- investigated the new allotment regulations in ---

William S Gilbert has struck up a correspondence with "Black Jack".

Fred Hardy is getting his share of the French mail.

Slim Nichols is now guarding the coal pile. Being blind in one eye, he fills the job well.

A LETTER FROM HOME

My dear Son :

We got your letter tonight and you dont know how glad we are that you are still safe from those awful Germans. When you write about being under shell fire all the time, I just cry like a child.

We did not know that the snow in France ever got to be ten and twelve feet deep or that the thermometer went down to thirty below zero, but I suppose that in war time, everything is different.

We read in the paper about the fine work of the American engineers in that battle, and you dont know how happy I was that you came out all right. Your dad said that it probably wasnt the 13th but I knew better. Any regiment that my boy was in would be sure to get into trouble.

I am glad that you dont drink any of that awful French wine. Write soon.

Your loving
MOTHER.

P. S. Your letter to Jack was published in the paper. What did you mean when you said you often got bokoo zigzag?

Co. C

1st Sgt. Harrison — Editor.

All the boys are in tip-top shape and are getting ready for sleepless nights — that's got it on meatless days. Mr Hoover please note. We still get rice in the morning — will the supply ever run out?

We have an « Uncle Jerry pancake flour » advertisement tacked up on the wall to bring back fond recollections of happy daya.

The regimental gardner visited us last week and asked Lieutenant Deyo what he wanted planted in our garden. Lieutenant Deyo replied « dead Germans. »

Although we always see our conscientious Sergeant, Newell Irwin, running around with a hammer in his hand, as yet we haven't heard him do any knocking.

There are a number of Jack Haley's friends who want to know why he developed such an appetite before going to Paris — especially when eggs are so high.

Lloyd Wooda is keeping up Company C's reputation for style. He is now wearing wooden shoes without socks.

E.C. Krume is one of the many boys who wants to go home. He says « Peaches » is very lonesome.

We have noted in the last three days that brother Lawn is again « digging ditches. »

It causes us much grief to see that Bill Bosch is losing weight. Between his duties of « bunk fatigue » and cutting bread in the kitchen we fear he is being overworked.

Lost, strayed, or stolen — reward offered — one barrel of rum. Please return to Peter Carr. (Advertisement)

L.L. Burchfield is very happy over his recent promotion from Engineer to « briquette heaver. »

The many friends of Fred Anderson are very worried over his conduct of late. He has been seen on several occasions crossing the tracks with a copper bucket.

We hadn't been notified that the water faucet was moved (?)

Our handsome barber, W.J. Baldrige, is deeply concerned over a newly developed freckle. It is also reported that he has taken to drinking milk heavily of late, which has caused much worry to his many friends. (Gracious, Wilbur, we hope you won't take to carrying matches)

Sergeant Clay Kooztz seems to be having considerable correspondence with the S.M.P. office at Oelwain of late. Can any stenographer explain this?

Private T.L. Walsh, the Agent from Clarion, is sighing for his last month's pay, while Pte. G. E. Blanchard is studying out the mechanism of silent motors. « Sweet Cookies ». We are glad to know that he is doing something.

Four of the boys from ----- took supper with us one cloudy evening last week. No leaving the woods for them birds on moonlight nights.

The warm weather has brought from cover a few baseballs and gloves. Permissionnaires can witness the National Game from the car windows.

Little ditty sung nightly by Pte. A. G. Van Sickle : " I love not the moon-light, some-

where in France " Chorus by entire détachement :

" SQUADS WEST "

Pte. H. M. Anderson wants a Sammy Backer who will furnish one blue serge suit, one pair of Walk-Over shoes and one Sletson hat — après la guerre.

Does Hunt Riker still swear all the time? No. Only when he talks.

Sgt. Cakley is in training for the " gimme " gang.

Heinie Hailpern is wearing a broad smile since the British captured Jerusalem.

Cap Davis is nursing his pet curl to the last frizz in anticipation of a trip to " Gay Paree ".

We are proud to have in our company one of the champion wrestlers of France, and hope he will be able to retain the title after the draft boys get over. Camp Dodger (Iowa) please copy.

Freddy Jonas, the Oelwain Nightingale, is doing good work as Acting Supply Sergeant for C Company. He takes care of the fuel end too. The other night he was seen struggling with a large log which he captured in the North woods on one of his trips.

Handsome Jack Haley regrets being unable to continue his French lessons at ----- on account of the recent ban.

BEATRICE PINARD'S COLUMN

Dear Miss Pinard :

A Sergeant from the 13th Engineers used to call regularly at our brewery and leave bokoo francs every time he blew in. My mother and I had begun to figure that he would be a pretty good thing to have in the family. A while ago he stopped coming around, and the other day I met him down in the business section without his chevrons on. Please explain.

RUBY FOAM.

Dear Miss Foam : — ?

Send us this guy's name and Company and we will mail you a copy of his court martial papers.

BEATRICE.

Dear Miss Pinard : — ?

I am desperately in love with a soldier in the 13th who says he does not drink, smoke, chew or swear. Can you vouch for this? (Name withheld).

B.V.D.

Dear BV : —

You've got the wrong number. There ain't no such animal in the 13th.

BEATRICE.

Co. D

Corp. D. E. McMillen — Editor

Our genial Interpreter, Mr Fourcroy has just returned from a ten day furlough spent with home folks near Bourdeaux. He reports a very pleasant and profitable time.

Private Willis has left the « Old Soldier

Home » at ---- Crossing. Tom is now helping to entertain the boys at the « Y ».

Corporal Bloom from ---- is now working a trick as operator, vice Private J. W. Reeves, transferred to the Q. M. Dept.

The « Soot Chapter » of the Stovepipe Committee has just issued a bulletin to the effect that, headquarters are to be moved here soon, and that by and by ----- will be a base of operations for the American Army. (This is the latest but not the last).

Private Lefever is now night watchman vice Private Sullivan of the Medical Corps transferred.

Private Thomas from ---- worked a few nights as yard clerk, Corp Carmichael being on the sick list?

Several of the boys went to the Windy City February 15th to enjoy the music at the « Y » which was furnished by the Orduca Quartet, Orchestra and Soloists.

Of all the silent men, C. R. Hunter, has the prize — but you can never tell about a man who likes beer in France.

After persistent efforts and the help of C. F. Peters and others, O. W. McBride has succeeded in voting the village of ----- « dry » — at least for a trial of three months.

Bernie Schufder, better known as Pea Eye of Co D., thinks he can sing because his sisters do. He sang a solo accompanied by Wm Keenan on the harp. His cheers were « gag » him, « gag » him.

« It pays to advertise » so says George Bar-noske. He has just asked for a three day furlough during which time he expected to confine himself to the task of answering letters from England. His estimates are that he can read and answer at least fifteen letters per day.

CAN YOU IMAGINE?

Glenn King thinking of anything serious. Roy Visger several times out on the extra fireman's list.

Percy Salzgeber trying to get a French girl to teach him the lingo.

Marik or Chas McMahon not wishing to return to Paris.

Balsbaugh or Luek getting ready to return to the States.

1st Sgt Heading remaining in ----- if there was any chance of returning to -----

Sam Yates, Horne, Isbemer and Mycke in a male quartette under the instruction of J. Jacobson.

Sylvester trying to compete with Guenther in bringing in returns from the stove pipe committee.

Ask Chet maybe he knows ----

Why Corporal Hittel, wears coat, hat and army uniform, and cleaned house, here a short time ago.

What Hurd ate that made him well, and frisky.

Why Harmon tried to spill the beans for Sladky (canteen)

Where Brennan got his Hay makers.

The reason Castignino gets up early and takes 'physical exercise.

The reason Sladky is studying French (Ways).

Why McMahon keeps shaved up, and makes frequent trips to the village.

What makes Irvin so noisy, and always jump-ing around.

LETTERS TO THE EDITOR

Sir :

I would like to inquire as to how I can transfer from my present mess hall to that of Company F. Every day I see the F man with their tinware loaded to the guards with fancy extras. I understand Lieut Kennedy is going to make a trip soon for some more high class stuff, and I trust you will advise me too sweet.

FULLER RICH.

Dear Mr Rich :

At present we can make no suggestion that will be of assistance to you, except that you had better be working for the Santa Fe when the next war breaks out.

Ed.

Co. E

Pvt. J. R. White — Editor.

Terp says, he caught cold while visiting a nearby city. (No personal questions will be answered).

John Duffie has a Tres Boni Comrade in a little Algerian Telephonist.

The Chicago and Northwestern Ry. Co. has not forgotten her 176 « E » Company Boys. All received real Christmas boxes and Lt. Shaughnessy brings the news that a Mess Fund has been forwarded, which has been donated by the C.&N.W. to the Company. Three Big Cheers, for the C.&N.W. Officers and Employees!

Captain Holmes, although away from the Company on detached service, still takes great pride in the Company.

Grover Pike's favorite pastimes : Climbing Trees, and Buying Coal.

Private Schafer is contracting for a new production. It's to come out in Milwaukee after the war? We hear he got the idea in Patee.

Mrs. Shaughnessy should have seen the « E » boys, when her Christmas boxes reached camp.

« Tiny » Mathews and « Tony » Kiel, Proprietors of the Windy City White Dairy Lunch, « War Bread and Rice » on every Menu. Casey says there's a new drink in Harvard : — TOM AND JERRY. King has the bar on light wines and beer.

The earliest riser at ----- is Jack White, and he can do it with the least sleep of anyone at the Detachment. Colonel Woods says that a goin' soon.

Bill Ring and Tom Hayes are the Twin Bed Boys in -----

Costigan is still putting out the Stove-pipe on all return runs from the Windy City.

Ben Butler received these words from his sweet cooky last mail day, « Tell us what big battles, you have been in ». Just tell her Ben that under Genl. Haig you've made some drives.

Even John Duffy is wearing wooden shoes, no wonder the letters from Rogers Park all go to Conlon.

Sgt. Robinson claims the Pippin has got the world beat — 128 pounds of loveliness. No wonder he is always visiting Paris.

Sgt. Robinson spent a seven day furlough with his son, who is a member of one of the

A. E. F., Aviation Corps. Sgt. Robinson says there a fine bunch of fellows, and he'd take a chance in the air with any of them.

Fred Derocher holds the atack at ----- and Rasmussen is off his credit list.

Plumber Birch, the Union Man, Local-13 in the Dynamiter for master Engr Haigh, Pres. of the Carpenters Local. Duke Kennedy has turned in his card and is now doing his bit in the Windy City Yards.

Sgt. Terping claims he will have the best truck garden on the line, Mackenzie and Ingoldsby put it up to Marsh and Ploen to raise McCartya murphies.

Co. F

Pvt. E. A. Creech — Editor.

Sgt. McCandless claims the war will soon be over. I wonder who told him?

Private Mike Sweeny (a slender little fellow, who wields such a wicked trombone in the Jaz Band) is leading a very quiet and hermit. like existence, since he went over the top last New Years Eve. Cheer up, Mike.

Private Swentzell is still « cleaning house » around his barrack. It's the old army game, boys.

Private Willard Wright claims, that his job is in a class by itself, wonder what it is?

Private « Bobby » Mason wears a grin and claims that he sure has got some job.

We are awfully glad that some one here, likes his job.

Some one told me, that Pvt. Wish was the most quiet man in the Regiment. Does everybody agree to that?

Private Ned Kennedy continues to receive daily visits from the «Petit Frogs » who seem to enjoy his culinary accomplishments. Ned is an expert when it comes to cooking a real nice « gob » of rice.

It's a very difficult matter to start a quarrel among Co. « F » men since Mess Sergeant sommers returned from his « Forage Expedition ». Answer : We are enjoying some « real eats » at present.

Pvt. Jeanette must be a very popular man, back in his home town, judging from the number of letters he receives when the mail arrives. Who is she, Hed?

The members of Co. « F » are unanimous in extending their thanks and appreciation to the Officials and Employees of the Santa Fe. We are certainly enjoying many nutritious dishes on the strength of the mess fund that they so kindly sent us, and it has a tendency to make us a little « snappier » when we know that we haven't been forgotten by our former employers and comrades.

Sgt Isgrig is still tinkering away on his guitar, and every evening will find him amusing by playing for them his several selections and you can rest assured they all join in the chorus.

----- has a new dog. They christened the poor little unsuspecting canine Pinard.

I'm still living in hope of uncovering some vocal talent in Co F.

How about starting a crusade against the rodents of Windy City : anyone second that motion.

The next show that I put on at the Y, I hope to have Co F represented on the programme.

6

Co. HQ

Corp. J. P. Casey — Editor

Baldy Wilson has earned the thanks of all the men in the Wagoners barracks. He was kind enough to lend them his victrola and records, and the barracks resembled a tango parlor in full blast. F Company men are also grateful for music with their meals several days.

Kentucky Jim Hays claims the distinction of having known a man who admitted having been a buck private in the Confederate Army.

In the recent reorganization, some of the Wagoners were transferred to Companies, but they are still in our midst. We are all glad that they were not taken away from the Windy City as they are very congenial companions.

Have you seen Lieut Tope's new trick hat?

White Horse Charley departed amid cheers from Company F kitchen.

Richard C Boyer has been transferred from the Windy City and the boys in 35 are lamenting his loss. After receiving several large packages from the States, his name changed to Dick.

Herman Steinruck must have been getting a lot of inside dope since he was assigned to the Colonel's new limousine. He never speaks above a whisper any more.

J F Philbin has a small town postmaster backed off the boards when it comes to dealing first class matter right off the arm.

Herpicide Bissell has recovered from the wound to his salary finger and is now back on the job.

Ye Ed is after a full tone photo of himself, so here goes Archbold has been busily engaged in his laboratory, and has taken a picture of each officer. The camera stood this test pretty well, which is an excellent testimonial in itself.

Cheese Martin has had his truck camouflaged. Consult Hattrem or Warren for detailed instruction as to how to round up pigs.

Dont fail to patronize Lieut Smith the only bona fide paymaster dentist in the Windy City. One chair - No waiting. Galloway, the dentist's orderly wishes it understood that he is the DENTIST'S ASSISTANT, and not an orderly. We trust that this is clear to all.

Hats are off to Sergeant Sommers, Ned Kennedy and the men in F kitchen for their

work in preparing the roast pig dinner that we all enjoyed so much. Cheese Martin, Tom McMannamon and Herman Steinruck performed for the boys in their own inimitable manner.

Harry Hagh refuses to buy the Echo because it bears no union label. He is going to write to [redacted] about it.

Hindenburg never saw the day when he was as popular as E Pluribus Dudley last week when he received two boxes of Aunt Jemima's pancake flour, and a can of Log Cabin, the first to reach here from the States. Very shortly after their arrival, many callers came to interview Dudley on grave questions of the day. Willing hands helped open the boxes, and many had suggestions for flopping the cakes without spoiling their contour. Don Q Hette even saak so low as to remind the proprietor that they came from the same town back home. After many cakes had entered the manly bosoms of the crowd, they retreated leaving the frying pan unwashed.

That night officers censoring outbound mail checked up 388 letters home containing requests for pancake flour.

We have met the Anamites and they are Arn's.

WINDY CITY

Somewhere in France

Convenient to Hill 13

THE HOME OF THE HAIRTRIGGER 13TH ENGINEERS (The Lucky 13th)

Population, including rats, rabbits, and 3 dogs, 7000

Well Paved Street

Water (Plain, Fancy, River and Rain)

Police Dept and Sanitary Jail

Convenient Cemetery and Commodious Morgue

Sewer Without System

Free Transportation to the Front — None to Paris

Attractive Forest of 6 Beautiful Trees and one Bush, Covered

With Leaves of Absence, With and

Without Permission

Unparalleled Mud Baths

Magnificent View of R. R. Yards and Water Tank

AMUSEMENTS — ALL FREE

Rat Hunting Contests

Dugout Races

Trench Swimming

Aeroplane Raids

Music (trench) at all Hours

DESIRABLE BUILDING SITES FOR SALE ON ALLOTMENT PLAN

INDIVIDUAL LOTS, 6' X 2' X 6', FOR PERMANENT ABODE, FURNISHED FREE

Choice Bungalows for Rent, with all the Modern Conveniences Except

Water, Light, Heat, Floors and Bathroom. Large

-Knotholes provided for Rain Drops.

Ventilation Unexcelled.

Hospital on Grounds — a Pill for every Ill

" If you wish to live where things are Pretty,

" Just make your Home in the Windy City.

FOR PARTICULARS, APPLY TO:

13TH ENGINEERS AMEXFORCE.

Imprimerie spéciale du W. C. E.

CONTRIBUTE TO THE RED CROSS



“The Engineer”

Sung to the Tune of “Son of a Gambolier,” at a Meeting of the
Engineering Society of Buffalo

Who is the man designs our pumps with judgment, skill and care?
Who is the man that builds 'em and who keeps them in repair?
Who has to shut them down because the valve seats disappear?
The bearing-wearing-gearing-tearing mechanical engineer.

Who buys his juice for half a cent and wants to charge a dime?
Who when we've signed the contract can't deliver half the time?
Who thinks a loss of twentysix per cent is nothing queer?
The volt-inducing, load-reducing electrical engineer.

Who is it takes a transit out to find a sewer to tap?
Who then with care extreme locates the junction on the map?
Who is it goes to dig it up and finds it nowhere near?
The mud-bespattered, torn and tattered civil engineer.

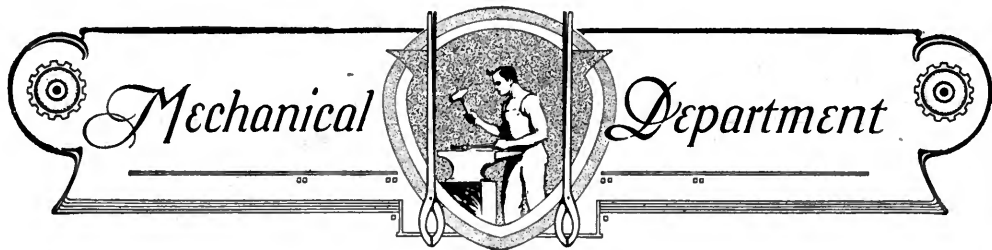
Who thinks without his products we would all be in the lurch?
Who has a heathen idol which he designates Research?
Who tints the creeks, perfumes the air, and makes the landscapes drear?
The stink-evolving, grass-dissolving chemical engineer.

Who is the man who'll draw a plan for everything you desire?
From a trans-Atlantic liner to a hairpin made of wire?
With “ifs” and “ands”, “howe-ers” and “buts” who makes his meaning clear?
The work-disdaining, fee-retaining consulting engineer.

Who builds a road for fifty years that disappears in two?
Then changes his identity, so no one's left to sue?
Who covers all the traveled roads with filthy oily smear?
The bump-providing, rough-on-riding highway engineer.

Who takes the pleasure out of life and makes existence hell?
Who'll fire a real good-looking one because she cannot spell?
Who substitutes a dictaphone for coral tinted ear?
The penny-chasing, dollar-wasting, efficiency engineer.

—*Railway Review.*



Handling Refrigerator Cars for Banana Loading New Orleans

By J. E. Ernst, Assistant General Car Foreman, Harahan, La.

I DO not believe very much is known concerning the handling of refrigerator cars for our extensive banana business outside of the New Orleans Terminal, and for the benefit of our readers I am giving herein a general outline as to the manner in which this business is handled and equipment prepared for the shipment of this commodity.

Refrigerator cars throughout the country are diverted to New Orleans to protect this business, they arriving in practically every train reaching Harahan Yards, the cars in lots of instances arriving empty, and in numerous cases reaching here loaded with perishables, etc., consigned to the various industries throughout the terminal. The loaded cars are promptly switched to destination for unloading and forwarding back to Harahan Yards for preparation. These cars after reaching inbound train yard are continually being switched into shop tracks are set aside and assigned especially to the handling of refrigerator equipment for banana loading, the switching of these cars being done by a crew whose time is almost entirely devoted to the switching in of "bums" (which term is used on cars that are waiting for repairs and preparation) and pulling the cars out of the shop tracks after they have been inspected, prepared and repaired, the cars being placed in outbound train yards from which yards they are promptly forwarded to the banana wharves for loading.

After these cars reach prepare tracks they go through a process of inspection that I feel safe in saying is one of the most rigid given any class of equipment in the country, which is absolutely necessary, due to the demands of the fruit companies that nothing but equipment in first class condition in all its details be furnished for this loading.

After these cars reach prepare tracks they are first given a thorough cleaning out, the nature of the cleaning being based upon the interior condition of the cars, which condition is governed by the commodity last carried by car, for instance, if car contained a shipment that left no peculiar odor or did not require salting, etc., the only cleaning necessary in most cases would be a thorough sweeping out or probably a good washing out, which is done by a bucket brigade using hot water and brooms; however, if the car was last loaded with such commodities as creosote ties, fish, packing house products, poultry, etc., it would be necessary to steam out and disinfect car before same could be prepared and offered for the banana trade, as this fruit is loaded loose on bunches and is very sensitive to foreign odors, which would spoil a considerable portion of the fruit.

There is also a number of these cars that arrive back to Harahan Yards empty containing a considerable amount of good serviceable rice straw, this straw is thrown out of cars by cleaning gangs, and is then gathered and reclaimed by

the Fruit Despatch Company, who have employes on our prepare tracks especially assigned to this duty, and at such time as a carload of this straw is accumulated it is loaded by these men in one of our cars that has been made "O. K. for ripen" (this term being applied to cars that are in condition to load ripe fruit only for distribution in the terminal and for local shipment) and is forwarded to the banana wharves to be utilized in packing the fruit when loading.

The cleaning of these cars as outlined above only applies to the interior of car or that part of the car that receives the lading, however, in addition to the above there is quite a number of cars that arrive on prepared tracks with a considerable amount of ice in the ice bunkers, these cars being iced at points of origin as a preventative against the various commodities carried being damaged account weather conditions, etc. This ice, after being removed from the bunkers is reclaimed by this company, and is utilized in various parts of the terminal, there being as much as three or four carloads reclaimed and utilized in one week at times.

After the cars are thoroughly cleaned out and dry a set of false floors are placed in them which completes the preparation of the interior—I might add a set of false floors consists of six sections and is manufactured from 1x6 strips and 2x4 braces, and covers the entire floor of car. This section of floors provide the cars with a temporary flooring and allows about six inches between the car floor proper and false bottom for ventilation. Also, at times we are called upon by the shippers to furnish equipment with a double section false floors, such cars being loaded to extreme northern points in the United States and Canada, and naturally require more ventilation and care than shipments that are not destined to such distant points.

During the course of this interior preparation our inspection and repair forces are giving attention to the exterior of the cars, however, the preparation of these cars vary according to the seasons, and I will therefore dwell

upon the method in vogue during the winter months before explaining methods in effect during the summer season, which methods are practically opposite to those used in the winter season.

The cars first undergo a rigid joint inspection by a representative of the Fruit Despatch Company and Illinois Central inspectors, and as explained above this inspection is very rigid and in detail. At this time of the year the ends of the cars at ice bunkers are covered with a thick layer of paper by the Fruit Despatch Company, which prevents the entrance of cold air from the ice bunkers, the drain pipes are also thoroughly cleaned out and plugged with a wooden plug, making them air tight, the side doors and hatch plugs are then canvassed as a preventative of air penetrating through the doors and hatch holes; in other words, a refrigerator car during the winter months to be acceptable for banana loading must be absolutely air tight and equipped in such a way that will insure an even temperature, and if the physical condition of car is not in this condition, same will not be accepted for loading. Also, after the fruit is loaded and the weather is extremely cold or damp, it frequently becomes necessary to apply oil heaters in the ice bunkers to prevent the fruit from freezing or becoming frost bitten, this is also done in order to maintain a temperature of between 55 and 60 degrees in cars after fruit is loaded.

During the summer season the cars are given the same careful inspection, however, at this time of the year the methods of preparation is entirely different, for during the warm weather instead of keeping the cars heated and air tight it is necessary to prepare the cars in such manner as will insure more or less ventilation as they require, due to the condition of the weather along the line while in transit, the cars also require refrigeration during summer. At this season the hatch covers are all vented and the ice bunkers and ice racks are kept in first class condition to receive ice, also when icing these cars in summer it requires about five tons per

car, which is distributed at both ends of car in the bunkers.

The icing of this equipment is done at Stuyvesant docks after the cars are returned under load from the wharves, and this feature is a very interesting part of the program. The ice is supplied by a mammoth ice plant whose entire output is utilized for this business and has facilities for icing about forty cars simultaneously. The icing of this number of cars at one time is made possible by means of a long gangway or chute which is constructed between two icing tracks, the cars being spotted on either side of this chute. The ice is then forwarded from the factory over the gangway on an electrically operated cable, and as fast as the blocks reach a position opposite the car bunkers, it is pushed off the cable and into the bunkers by icing crew.

The drain plugs are also relieved of their plugs and kept open and cleaned out at all times, so as to receive the meltage from the ice bunkers. Also the door hooks and door staples require first class attention, for it sometimes becomes necessary to open and hook the doors to sides of car while shipment is en route, which becomes necessary to allow the fruit additional ventilation at such times as the weather is ripening the fruit too quickly, this being caused by the condition of the fruit at time of loading and is also due to extreme warm climates which are experienced in some parts of the shipment's travel enroute to its destination.

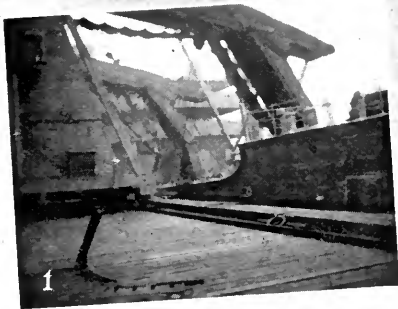
In addition, I might also add that this equipment is given extra good attention as to lubrication. We have a force of men on these prepare tracks whose entire time is devoted to pulling, packing, oiling and capping the journals in order to avoid any delays due to hot boxes as these bananas leave New Orleans in solid trainloads and are considered a high class train, they being given very fast schedules over the railroad.

It was necessary for me to leave the cars on prepare tracks in order to explain method of icing, etc., however, getting back to the prepare tracks I will conclude my remarks on the preparation

of the cars by adding that after the cars are prepared and repaired as explained in above paragraphs they are subjected to a joint re-inspection, and if found in proper shape are carded as being fit for loading. They are then switched out of prepare tracks into outward train yards where they are made up in trains and forwarded to Stuyvesant docks, which point is situated on the river front at New Orleans. When the cars reach this point they are placed on the scales and light weighed, the weighing being done by this company and witnessed by a certified weigher. After the cars leave the scales they are assigned to the various shippers and distributed to the wharves to be loaded.

After the cars reach the wharves the fruit is transferred from ship to car, the method of transferring from the ship's hold to wharf being by means of an electrically operated conveyor, this conveyor being equipped with a number of canvass pockets, in which a bunch of bananas snugly fits, and the pockets are operated on the plan of an endless chain, the pockets are continually on the go, and as they reach the ship's hold they are fed bunches of bananas by a feeding gang and as they reach the wharf the pockets automatically deposit their load on a runway which is also part of the conveyor and is continually in motion, as the fruit passes from the pocket to the runway and reaches the end of the gangway the fruit is immediately taken hold of by banana carriers and carried to the cars, the cars being spotted on switch tracks under wharves and almost directly in line with the conveyor. After the fruit reaches the cars it is received by loading gang and carefully packed in the cars, rice straw being used in the winter season for packing around fruit and in doorways as a preventative against freezing and to cut off any air that might possibly penetrate through the doors, etc.

Another interesting feature is the checking of the bananas as they leave the conveyor and when they reach the cars. This work is taken care of by regularly assigned banana checkers, and as the bunches pass along the gangway



1—CONVEYORS UNLOADING BANANAS AT WHARF, 2—BANANA CHECKER AT CAR TALLYING BUNCHES AS THEY ARE LOADED, 3—LOADING BANANAS IN CAR AT FRUIT WHARF, 4—BANANA CARRIERS LOADING, 5—VIEW OF ICING CHUTE, STUYVESANT DOCKS, 6—VIEW OF CHUTE LEAVING ICE FACTORY, 7—ICE UNLOADED FROM BUNKERS IN PREPARE TRACKS, 8—RICE STRAW UNLOADED FROM CARS IN PREPARE TRACKS.

leading to the cars the bunches are checked by means of a register, the checker pulling a lever as each bunch passes, this lever ringing a bell and automatically registering each bunch of bananas unloaded. When the bunches reach the cars and loaded they are tallied by a checker at that time, and the tally check and the register check must agree at all times. This system insures the proper distribution of each bunch of bananas unloaded and leaves no possible chance for any of them to be pilfered by the carriers or other parties.

After the cars are loaded they are sealed and again forwarded to Stuyvesant docks, from which point they are made up in trains and made ready for departure. The largest portion of these cars are billed out of New Orleans direct to Mounds, Ill., from which point they are re-consigned to the various consignees throughout all parts of the country and sometimes the cars going as far as the Dominion.

The banana industry is about the largest and by far the largest commodity handled by this company in the New Orleans terminal. We furnish for this business an average of between thirty and thirty-five thousand cars annually, and owing to the extreme shortage of refrigerator cars at times, also owing to the schedules maintained by banana boats, it is frequently necessary to keep our prepare forces working on Sundays, holidays and nights continually preparing cars to accept bananas.

In conclusion, I desire to state I can say without fear of erring, that the service on banana consignments out of New Orleans is well nigh perfect, we only receiving a very small percentage of complaints against the volume of this business handled, and this high degree of efficiency is only attained due to the harmonious co-operation of all departments concerned in the handling of this business, also due to the efficient system in the handling of this equipment when preparing the cars for banana loading.

The Following Correspondence Is Self Explanatory —Such Co-operation From Shippers Is Greatly Appreciated by the Management

Dubuque, April 17th, 1918.

Mr. Louis Haft, Wall Lake, Ia.
Dear Sir:

My attention has been directed to the service rendered by you and Mr. Roy Van Voast of Luverne, Iowa, on April 7th to our train crew, in connection with several head of cattle who were down in a car on train handling shipments in your care. I want you to know that the action taken by you is appreciated and that we desire to thank you heartily for assistance rendered train crew.

L. E. McCABE,
Superintendent.

Dubuque, April 17th, 1918

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GLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

RAISE MORE WHEAT AND LESS HELL

ALL of the officers and most of the employees of the Illinois Central system will recall how the service rendered by the Company was interfered with a couple of years ago on account of traveling representatives of damage suit lawyers in Minnesota soliciting personal injury cases all over the system and filing suits upon the cases secured in the courts of Minnesota. On one occasion, most of the division officers of the Wisconsin Division and twenty-seven employees were detained at St. Paul for more than a week as witnesses in one personal injury damage suit. So far as the real interests of the plaintiff were concerned, the suit could just as well have been brought at Freeport, where the accident occurred and where all the witnesses resided, but the damage suit lawyer resided at St. Paul and it was more convenient for him to have the suit tried there. At one time there were eighty-three personal injury suits pending in the

courts of the State of Minnesota which had been imported from Iowa, where all of the accidents occurred and where all of the plaintiffs resided. The same character of abuse and hardship upon the railroads has been felt to a more or less extent in all parts of the country. Thousands of expert railroad men were constantly away from their duties attending court as witnesses in foreign jurisdictions, and all to no avail, so far as the interests of the injured persons themselves were concerned. It is true this system of suing did benefit a handful of lawyers engaged in the solicitation of personal injury cases, but it was very detrimental to the great majority of the members of the legal profession, because some of the cases which were taken away from the localities where the accidents occurred doubtless would have drifted into the hands of local lawyers. Director General of Railroads McAdoo, by one swoop of the pen, has put an end to this great injustice, which was one of the things that was gnawing at the vitals of

CONTRIBUTE TO THE RED CROSS

the railroads prior to government control. General Order No. 18 issued by the Director General on the 9th ult., and re-issued, as amended, the 18th ult., reads as follows:

General Order No. 18

Whereas, the Act of Congress approved March 21, 1918, entitled *An Act to Provide for the Operation of Transportation Systems While Under Federal Control*, provides (Section 10) "That carriers while under Federal control shall be subject to all laws and liabilities as common carriers, whether arising under State or Federal laws or at common law, except in so far as may be inconsistent with the provisions of this Act or with any order of the President. * * * But no process, mesne or final, shall be levied against any property under such Federal control;" and,

Whereas, it appears that suits against the carriers for personal injuries, freight and damage claims, are being brought in states and jurisdictions far remote from the place where plaintiffs reside or where the cause of action arose; the effect thereof being that men operating the trains engaged in hauling war materials, troops, munitions, or supplies, are required to leave their trains and attend court as witnesses, and travel sometimes for hundreds of miles from their work, necessitating absence from their trains for days and sometimes for a week or more; which practice is highly prejudicial to the just interests of the Government and seriously interferes with the physical operation of the railroads; and the practice of suing in remote jurisdiction is not necessary for the protection of the rights or the just interests of plaintiffs.

It is therefore ordered that all suits against carriers while under Federal control must be brought in the county or district where the plaintiff resided at the time of the accrual of the cause of action or in the county or district where the cause of action arose.

W. G. McAdoo,

Director General of Railroads.

One of our Claim Agents residing in Illinois, having had much experience in the courts of Minnesota, was asked what,

in his opinion, was the meaning of General Order No. 18, and replied: "The Director General of Railroads evidently intends that we shall raise more wheat and less hell."

IMPORTANT ANNOUNCEMENT FROM WASHINGTON

The most important announcement that has come out of Washington since the government took over the control of the railroads, so far as claims and litigation against the railroads are concerned, came as one of the results of the General Claim Agent's staff meeting held at Chicago, March 20th. One of the objects of the staff meeting was to discuss government control as it affects claims and litigation against the railroad. General Attorney R. V. Fletcher, upon the request of the General Claim Agent, gave his views of the law under which the railroads were taken over by the government, and his remarks were published in this department of the April number of the Illinois Central Magazine. A copy of the magazine was sent by General Attorney Fletcher to Judge John Barton Payne, General Counsel to the Director General of Railroads, and under date of the 17th ult., Judge Payne addressed a letter to General Attorney Fletcher containing very important information. The letter follows:

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General
DIVISION OF LAW

John Barton Payne, General Counsel
Interstate Commerce Building
Washington, April 17, 1918.

Dear Judge Fletcher:

Thank you very much for your kind letter of the thirteenth calling my attention to your remarks in the Illinois Central Magazine.

Among other things, you state:

"I rather suspect the railroad companies will continue to pay judgments in the usual way without requiring the holders of such judgments to apply to the Director General, etc."

This must not be stated too broadly. We have the impression that plaintiffs

by suing in remote jurisdictions, and sometimes even because of local conditions, obtain judgments for very extravagant sums. We reserve the right to deal with such cases. Our disposition is to suggest to plaintiffs in such cases that we will pay a reasonable judgment, but that if they are not willing to accept a sum which is reasonable and just, we will decline to pay and remit the parties to their right of action against the United States in the Court of Claims or an appeal to Congress.

I think this had better be understood in order that we will be able to deal with the subject when it arises.

Yours very truly,

(Signed) John Barton Payne.

THIS CORPSE 20 GALLONS OF REAL LIVELY STUFF

A conductor on a Northwestern train from the east discovered that a casket bound for Huron had fluid contents and notified the sheriff of Beadle county. The officer took charge of the suspected remains upon arrival and confiscated twenty gallons of whisky, securely packed. To complete the camouflage the bootlegger had ordered a grave dug in the Huron cemetery.

STATE COUNCIL OF DEFENSE IN LOUISIANA TAKES ACTION TO CONSERVE LIVE STOCK

The State Council of Defense for the State of Louisiana is the first to consider the great loss to the country on account of the live stock killed annually by locomotives on the waylands of the railroads, and to take action having for its purpose the conservation of this most valuable asset to the country in time of war. On the 3rd ult., Mr. John Marshall, the Secretary of the State Council of Defense for the State of Louisiana, called a meeting of representatives of all railroads in the State at Baton Rouge. The representatives of the railroads furnished Mr. Marshall with the number of head of live stock killed on their respective lines within the State of Louisiana during the year 1917. As a result of the meeting,

Mr. Marshall drafted a letter which the State Council of Defense will mail to all live stock owners living along the lines of railways in the State. He also drafted a pledge card which will be mailed to these live stock owners, who are expected to sign them and agree to keep their stock away from the waylands of railways within the State during the period of the war. In addition, Mr. Marshall drafted a letter to the County Chairman of the Council of Defense located in each County in the State, calling upon them to appoint one additional member of the Council whose exclusive duty it will be to conserve the live stock. The documents referred to, as prepared and sent out by Secretary Marshall, and which are intended to save about eight thousand head of live stock annually, are as follows:

Council of Defense, State of Louisiana,
Baton Rouge. April 3, 1918.

Letter to Louisiana Stock Owners:

Mr.,

....., La.

My Dear Sir:

Our country is facing the gravest crisis in its history and there is placed upon all of us the solemn obligation of doing everything in our power to aid the Government in bringing the war to a successful termination. It is essential that our army be properly clothed and fed and this must be done, although it may result in sacrifice on our part. The Food Administrator has already declared that certain days shall be meatless and wheatless, which indicates the great importance of conservation on the part of those not in the fighting forces.

Do you realize that in the State of Louisiana a great quantity of meat and leather is being destroyed each year and through a source that can, by your hearty co-operation, be tremendously reduced?

Do you realize that in the State of Louisiana in the year 1917 there were killed on railroad tracks in the operation of engines and cars—

4,767 head of cattle

983 head of horses and mules

2,112 head of hogs

421 head of sheep and goats

Total...8,283

Do you realize that the meat animals included in the above were sufficient to feed an army of approximately 400,000 men for a period of one week?

Do you realize that a very great percent, estimated at more than 75 per cent, of these animals were killed within town and switch limits?

Do you realize that since the Government has taken over the operation of the railroads all stock killed on the right of way must be paid for by the Government, thus entailing a financial loss to the Government in addition to the economic loss to the nation?

The responsibility for greatly reducing this awful waste of meat and leather has been placed on the Council of Defense for the State of Louisiana and we are appealing to you to co-operate with us in our effort in that direction and help feed and clothe the great army of the United States now in France, as well as the more than a million men who are yet to go.

You are the owner of live stock and these are feeding on the public range; will you not take upon yourself the responsibility of keeping them off and away from the railroad right of way, and in this way do your part toward feeding a soldier somewhere in France?

Will you not co-operate with your city officials to bring about the passage of necessary laws and ordinances to prevent stock from running at large within the corporation of your town, at least during the period of the war?

It is the wish of the Council of the State of Louisiana, the first to take action in this matter, that you render the Government an invaluable service.

Attached to this letter is a "Pledge Card" which you will please sign and return, indicating that you will co-operate with us in every way to help win the war by conserving the food supply.

Yours truly,

John Marshall,

Secretary, Louisiana State Council of Defense.

PLEDGE CARD

....., La.

State Council of Defense,
Baton Rouge, La.

Gentlemen:

I have your letter requesting the conservation of live stock and hereby agree to keep my stock from the railroad right of way. I also agree to do all I can to induce my neighbors to do likewise.

..... Name
..... Town
..... Parish

The following is a copy of the letter which was mailed by the State Council of Defense to each County Chairman:

Council of Defense,
State of Louisiana,
Baton Rouge.

April 3, 1918.

Mr.,
Chairman Council of Defense,
..... Parish, La.

My Dear Sir:

The State Council of Defense wishes you to appoint one additional member of your council whose duty it shall be to conserve the live stock, meat and leather supply of your parish, particularly those animals which are struck and killed on the railroad tracks.

It is thought best that the person so appointed name a representative citizen at each railroad point in your parish whose sole duty it will be to press this conservation feature. He should make an effort to secure a man of wide acquaintance and influence who can make a patriotic appeal to the owners of live stock.

Statistics have been secured from all of the railroads in the State of Louisiana and they show that during the last year there was a loss of 8,283 head of animals, of which number there were sufficient meat animals to feed an army of approximately 400,000 men for a period of one week. You can, of course, appreciate what such economic waste means to the Government at this particular time in the loss of meat, leather and draft animals.

Since the railroads have been taken over by the Government, payment of this

damage must be made by the Government which, of course, falls upon the citizens. You can, therefore, understand why the State Council of Defense is undertaking this tremendous task of eliminating, at least during the period of the war, this unnecessary destruction of property.

We will in the next few days mail to all stock owners in your locality an appeal to keep their stock away from the railroad track and avoid loss. Will you not make a strenuous campaign with everyone in your parish, in both your official and personal capacity, with a view to bringing about the necessary laws to prohibit stock from running at large during the period of the war?

If you have no ordinances on this subject, the Council of Defense most earnestly urges that proper ordinances be passed and enforced at the earliest possible moment. Take this important subject up with your local newspapers and enlist their support.

If at any time you need assistance or desire further information on this subject, do not hesitate to call on the State Council and we will send someone to aid you. Report of the person appointed to this position should be made to this office at least once a month, showing progress and giving the names of persons who are not complying with this important economic saving.

Acknowledge receipt of this letter and advise the name of the one appointed, together with names of the persons he has appointed to assist him in the various railroad towns.

Yours very truly,

John Marshall,

Secretary Louisiana State Council of Defense.

**A SAD AND WOEFUL TRAGEDY
ALL FORCES SHOULD CO-
OPERATE TO KEEP BOYS
FROM JUMPING TRAINS**

The tragic death of young Henry Echenfelder ought to serve as a warning to all the rest of the boys in Belleville; but will it? If it did, the name of this good boy would go down as that of a

hero on account of his sacrificing his own life to furnish an example that the lives of many others might be saved.

Will the boys never realize the danger of jumping either moving or standing trains in the railroad yards of the city? What about the parents? Are they not partly to blame? What are the people of this city doing to remedy this evil?

We do not print this statement to tear the awful wound in the lacerated heart of the unfortunate mother of this dead boy open further and still wider, for God knows it is bad enough and hard enough for her to bear the agony and the burden, but with a view of trying to impress the lesson of this sad tragedy and to burn it deep into the minds of the parents of other young boys addicted to the identical habit which cost Henry Echenfelder his young and precious life.

We are advised that this boy was a habitual train jumper and that older men, who marveled at his boldness in the chances which he took and the agility which he exhibited in swinging on moving cars, pitied his judgment and freely predicted his finish.

Eschenfelder was not a bad boy. On the other hand, he was an exceptionally fine good boy. He helped to support his widowed and poor mother. He was a splendid chap. After he had met with the fatal accident which cost him his life, lying prostrate and helpless and yet conscious on the side of the railroad track, maimed and bleeding, he called a boy companion and, showing him his mortal wound, gave directions to order an ambulance and summon a priest. Both of the wishes of the dying boy were promptly complied with as a matter of course.

He realized that the end was near, and his thoughts were occupied with the prospects of the other world.

Eschenfelder was one of hundreds of boys in Belleville addicted to the same pernicious practice and repudiating and disregarding all "safety first" admonitions. He was bold and brave and daring, the creature of his environment reared on the very fringe of the Illinois Central railroad yards.

The case of his mother is one of the most pathetic in the "annals of the poor" of this or any other city.

She lost her husband a few years ago, a steady and sober and industrious and strong man, after thirteen children, all living, had come to bless the hearth of the family, and occupied chairs around the family table.

Widow Echenfelder lives at 401 West Fifth street with her big flock, pitifully poor, and now grief-stricken in addition.

The police should help to stop the evil practice of train-jumping by thoughtless boys.

The good and charitably disposed people of Belleville should assist this poor widow in the dark hour of her deep bereavement and her intense distress.

It is going on in all of the railroad yards of the city. But particularly should parents endeavor to keep track of where their boys and girls are and what they are doing.

Accidents like the Eschenfelder tragedy are clearly preventable, and there is no excuse for their constant recurrence.—*Editorial from The News-Democrat, Belleville, Ill., April 19th.*

Chicago, April 27, 1918.

Mr. Fred J. Kern,
Editor, The News-Democrat,
Belleville, Ill.

Dear Sir:

Please permit me to say that I have read the able editorial which appeared in your issue of the 19th inst. under the heading of "A Sad and Woeful Tragedy—All Forces Should Co-Operate to Keep Boys From Jumping Trains—Accidents of This Sort are Preventable and Should be Prevented." In writing and publishing this splendid editorial, you have admirably done "your bit" for Safety First and for the sake of the lives and limbs of the boys who are in the habit of jumping trains. If this editorial could be read to the parents of all boys living near railroad yards, or all those in the habit of jumping trains, and if the parents of these boys could read it to the boys themselves, the editorial would prove to be a benediction. I am going

to run the editorial in the May number of our magazine, properly credited to your paper. That it will do good, I have no doubt. That it will save the arms or legs or lives of some boys, I firmly believe. The pity is that it will not save them all. I wish to thank you for your interest in this matter and for the good you have done the cause of the boys.

Yours truly,

A. E. Clift,
General Manager.

Chicago, April 27, 1918.

Dr. Heber Robarts,
Chairman, Safety First Association,
Belleville, Illinois.

Dear Sir:

The tragic death of young Henry Eschenfelder very forcibly directs attention to the importance of an organized effort to keep boys from jumping on and off trains at Belleville. If all of the boys who have lost their arms or legs or lives at Belleville in the past on account of jumping trains could be photographed and that photograph held up before the boys of the present, those who are fortunate enough to have their arms and legs and lives intact, it would no doubt impress them and restrain many a boy from taking the awful chance which so many of them are daily and nightly taking at Belleville. I trust that your worthy organization will see that the Henry Eschenfelder tragedy is impressed upon the boys at Belleville that they may profit by this terrible example.

Yours truly,

A. E. Clift,
General Manager.

A LIVE CROSSING FLAGMAN

Superintendent Hevron, of the Springfield Division, received a letter from Roy W. Johnson, crossing flagman, Assumption, Ill., dated March 30th, which is worthy of reproduction in these columns. The letter shows that Mr. Johnson has a keen appreciation of the efforts being made by the management to prevent accidents and that he has fully understood what the management has tried to teach in this respect, and that he himself has

a hundred per cent record. The letter follows:

"It was with much interest that I read your statement in the *Decatur Herald* March 28th, saying there was not a single automobile accident on the Springfield Division during the year of 1917.

"I am more than pleased, as I was very much interested in the Safety First movement for 1917, not only the automobile but every other way that Safety First could be practiced. I started the campaign early in the spring of 1917 by making a canvass of each automobile owner of this city and presented them with one of the Stop, Look and Listen circulars sent out from Mr. Foley's office. To some whom I could not see on account of living in the country, I sent a copy through the U. S. mail at my own expense.

Should I stay on the crossing here. I expect to do my part for the year of 1918 and I am sure if all employes will do their bit, you will be able to make the same statement at the end of the present year. Here is hoping that you can do so."

MUST SUE THE GOVERNMENT

Something out of the ordinary in court rooms occurred recently at Jeffersonville, Ind., when the judge of the state circuit court non-suited a damage suit case brought against the Baltimore & Ohio railroad, giving as a reason therefor that inasmuch as the road is under the control and direction of the Government suit must be brought against the United States and not against the road as a corporation of stockholders, which no longer directs its operation, consequently not liable for damages to individuals caused by Government operation.

Whether this view will be sustained when the issue is joined in Federal courts remains to be determined. but there can be no doubt of the effect the state court's decision will have in diminishing the number of such suits, brought at the

instance of attorneys who feature this branch of practice as a specialty. Unlike state courts, Federal courts are not swayed by prejudice which too frequently dominates and dictates the decision of state courts, especially when an individual is suing a railroad, the presumption being that the railroad is guilty on general principles. In this state, it has been the custom to regard railroads as having no rights the courts should respect. It is quite different in Federal courts, with the result that justice is meted out more even-handedly.

Federal control will have accomplished one good end when it puts the damage suit industry out of commission, or so reduces the number of suits as to cause pause in their filing unless based upon meritorious considerations.

We have always thought that damages caused individuals should be based upon a scale similar to that fixed by accident insurance companies and settled accordingly regardless of the prominence or obscurity of the injured.—*The Crystal Springs (Miss.) Meteor*, April 19, 1918.

A NICE COMPLIMENT

Div. No. 225.

G. I. A. No. 540.

B. P. O. E.

Mr. J. M. Egan, Supt., Fulton, Ky.

Mr. Joe Walker, M. M., Paducah, Ky.

Night Round-House Foreman,
Paducah, Ky.

We, the officers and members of Div. No. 93, B. of L. E., Jackson, Tenn., do unanimously offer a vote of sincere thanks for the kindness and courtesy rendered our deceased Bro. F. C. Iverson while in your midst, during his suffering and death. The many favors you rendered to his grief-stricken wife, and many of his friends, will ever be fresh in our minds and memories.

J. B. Tucker,

I. W. Mooney,

H. H. Winter,

Committee.

Development Bureau

Southern Agricultural and Livestock Development

By Mark Fenton, Assistant General Development Agent

GREATER progress along agricultural lines and the livestock industry was made in the south during 1917 than any previous year. In 1914, less than 10,000 hogs were shipped from the state of Mississippi, these consisting of acorn and mast fed "razorbacks." It was a rare case to find a corn fed hog, and this gave the state a low status with respect to pork production. Many of these animals, which gathered all of their own feed in the woods, were three years of age before being "caught" and marketed. The heaviest weighed around 150 lbs., and a very large number were marketed at 40 and 50 lbs.

In January, 1916, the government demonstration forces started co-operative shipping of hogs. The boys' pig clubs became active about this time, the Illinois Central Railroad extending their co-operation. Purebred hogs were introduced with result that hogs from Mississippi now show a preponderance of pure blood. The demonstration forces introduced the "Self feeders" and the state now has an enviable reputation for shipping finished hogs, the finishing mediums being corn and cotton seed meal. In 1917, 88,000 hogs were shipped from this state to the National Stock Yards alone, compared to 7,000 to the same market in 1914, an increase of 1,200 per cent. This, however, does not represent the money gain, as the improved quality of hogs now commands four times the price obtaining for the inferior pork of 1914.

Of the 81 counties in the state, 76 now have County Agents, paid in part by the Federal government and in part by the counties in which located. Mr. W. R. Rich, the efficient County Agent of Yazoo County, has the honor of starting the farmers' co-operative shipping movement in Mississippi, and today, the 76 counties having County Agents are now so shipping. From Yazoo County, where Mr. Rich is leading the farmers, \$30,000 worth of hogs were shipped in this manner in 1916; in 1917, \$127,000, and during the first four months of 1918, hogs to the value of \$101,000 have been so marketed. Not only are hogs thus marketed, but also various commodities, including corn, molasses, hay and potatoes. In turn, the women and girls of the Home Economics Department of the government are doing excellent work in the formation of poultry and canning clubs. Their work consists largely of the introduction of purebred poultry, teaching the women and girls how to can fruits and vegetables of all kinds according to government standards, and finding profitable markets for their products. They are also doing a wonderful work in teaching how to save meat and wheat flour through the substitution of other nutritious foods.

At the close of the year, there were in round numbers, 1,500,000 cattle in Mississippi. The cattle tick was eradicated in 1917, the state being declared free December 1st. This throws the doors wide open for the state's unsurpassed opportunity for the cattle industry. The dairy and creamery industries are also making rapid progress, as is evidenced by the following figures showing production of butter from the year in which the first creamery was established:

Year	Pounds of Butter	Year	Pounds of Butter
1912	17,112	1915	580,074
1913	184,027	1916	1,560,000
1914	335,851	1917	3,000,000 (estimated)

BUY WAR SAVINGS STAMPS

There are now twenty creameries in operation in the state and it will be noted that the butter output for 1917 was over five times that of 1915 and double that of 1916. As an indication of the quality of Mississippi butter, it will be of interest to mention the prizes awarded butter from this state in scoring contests held this year at various Southern state fairs:

Southeastern Fair, Atlanta, Ga.....	1st-2nd-3rd prizes
Miss.-Alabama State Fair, Meridian, Miss.....	1st-2nd-3rd prizes
Louisiana State Fair, Shreveport, La.....	1st-2nd-3rd prizes
Miss. State Fair, Jackson, Miss.....	1st-2nd-3rd prizes
Nat. Farm and Livestock Show, New Orleans, La.....	1st-2nd-3rd prizes

Jobbers, packers and retailers are looking upon southern-made butter with greater favor than formerly and are becoming more willing to handle the southern made product than heretofore. The result is that the creameries are receiving higher prices and are able to market their butter in southern markets in larger quantities.

The Mississippi 1917 corn crop exceeded 84,000,000 bushels, over 14,000,000 bushels more than ever produced before in the history of the state. The state's farm products for market in 1917 more than doubled the value of any previous year. Below are figures showing value of five leading staples placed into commercial channels. In the case of corn, an estimate is shown only of the amount changing hands, and of livestock, the amount handled by packing houses, stock yards and larger butchers:

	1916	1917
	(In round numbers only)	
Cotton and seed	\$ 90,000,000	\$165,000,000
Corn	3,000,000	33,000,000
Cattle	6,500,000	7,500,000
Hogs	2,000,000	4,000,000
Twenty creameries	700,000	1,600,000
Whole Milk Shipments	100,000	300,000
TOTAL	\$102,300,000	\$211,400,000

Poultry and egg shipments show 25 per cent increase; sorghum, ten times greater amount; Irish potatoes, 350 cars in 1917, as against 100 cars in 1916, average value, double; peanuts, over 100 per cent increase in production and 75 per cent increase in price.

The boys' club did excellent work and are constantly increasing their efficiency and numbers. At the close of the year there were 11,410 boys enrolled in club work in Mississippi. The records of the ten leading Corn Club boys show yield per acre, 145.57 bushels; value of corn at \$1.50 per bu., \$2,183.50; net profit, \$2,020.14; average net profit per boy, \$202.01.

The records of the ten leading Pig Club boys show the following data: Total average gain per pig, 249.3 lbs.; average daily gain, 1.58 lbs.; average cost per pound of gain, \$0.0636; average net profit per pig, \$38.41 (breeding stock).

The records of the ten leading Baby Beef Club members show this data: Total average gain per calf, 385.8 lbs.; average daily gain, 2.17 lbs.; average cost per pound of gain, \$0.056; average net profit, eight calves, \$32.65. In addition to above profit, which is figured on a beef basis, two of the calves were sold at the Hereford sale in New Orleans as breeding stock at \$260.00 and \$180.00 respectively.

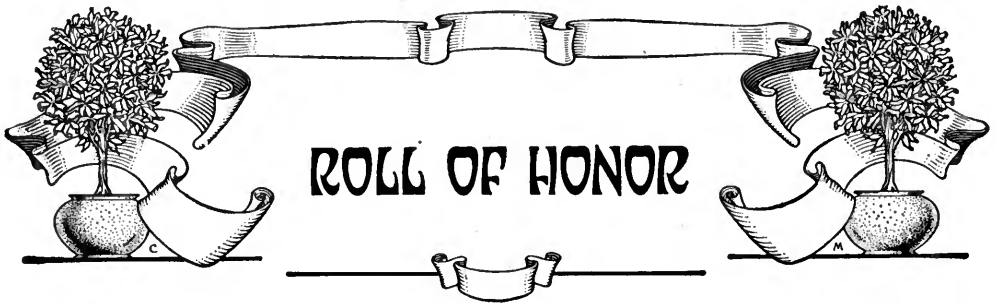
The Extension Division of the Agricultural and Mechanical College, with the co-operation of the Illinois Central Railroad, conducted a series of farm machinery demonstrations along the I. C. and Y. & M. V. Railroads last fall.

Demonstrations were held at twenty-eight points and practical information imparted as to the advantages and necessity of various farming implements.

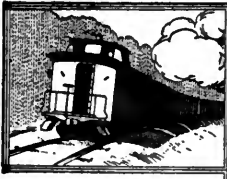
Louisiana is taking effective interest looking to the increase in number and improvement in quality of her livestock, this through eradication of the cattle tick, which is expected to be accomplished in 1918. Western stock men are being interested in the utilization of the vast undeveloped areas of prairie and cutover lands so well adapted to successful stock raising. Dairying is receiving increased attention. A party of 35 prominent stock men, headed by Professor W. R. Dodson, Dean of the State Agricultural College, accompanied by representatives of the Illinois Central Railroad, visited the International Livestock Show at Chicago, making a side trip into the dairy district of Wisconsin, inspecting and purchasing pure bred and high grade dairy stock, learning modern dairying methods, etc., after which a visit was made to the National Stock Yards at St. Louis. Much interest was manifested and there is every reason to believe that this industry will continue to grow in Louisiana to a marked degree.

During the year of 1917 the Illinois Central Railroad operated 29 demonstration farms, located in Mississippi, Louisiana, Tennessee, Kentucky and Alabama. 1,268.75 acres were farmed under the supervision of the Railroad's Development Bureau. These operations were confined strictly to practical farming, the idea being to afford a practical demonstration of what any average farmer can accomplish. Staple crops were grown, results being as follows: Total value of crops produced on the 29 farms, \$76,609.82. Total cost of production, \$18,304.06. It cost \$14.42 per acre to produce these crops; the gross value per acre was \$60.38; the net value, or profit, was \$45.96 per acre.

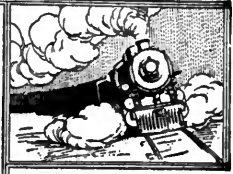
There will be a large increase in acreage of food and feed crops in the current year, as well as a marked increase in pork and beef production. All indications are that the southern farmer will reap a greater harvest in 1918 than any year in history.



Name	Occupation	Where Employed	Service	Date of Retirement
Walter J. Simmons	Engineman	Chicago	24 yrs.	11-30-17
Oliver Springer	Engineman	Freeport, Ill.	37 yrs.	1-31-18
James Coady	Engine Dispatcher	Rantoul, Ill.	39 yrs.	2-28-18
William G. Weldon	Traveling Engineer	Centralia, Ill.	37 yrs.	3-31-18
Frank R. Jamison	Traveling Freight Agent	Springfield, Ill.	43 yrs.	3-31-18
Joseph W. Wenger	Traveling Freight Agent	Cairo, Ill.	39 yrs.	4-30-18
James Dwyer	Switchtender	Chicago	24 yrs.	4-30-18



TRANSPORTATION DEPARTMENT



Efficiency and Economy of Operation

By J. D. White, Train Master, St. Louis Division

THE two greatest items in the cost of transportation are labor and fuel. Labor ranks first with fuel following it up. It would appear if any great economies in operation of the railroads are to be applied these two items of cost must be taken into consideration. No doubt many instances of loss may be recorded in both divisions of outlay. If so, then methods for raising the efficiency of the means at command, thereby giving more for the same expenditure of effort and money will result in economy of operation.

It has been reported in a railway organ that one-third of the fuel consumed gives no actual return in motive power. That is to say, only two-thirds is used to generate steam. If this is so then part of the labor used to burn up this one-third must be unnecessary for actual operation. We know most writers in trade papers or special article writers love to magnify numbers, and to highly color the items and the events connected with their productions. Yet, there does seem some basis for this assertion of waste. We know that much coal is lost by keeping fires in grates of locomotives which do not move, or move very little for some hours. Fires cannot be kindled and steam gotten up in a hurry it is true, but some means might be devised to stop this waste of labor and energy. Also the more hours of fire in the pot the more repairs for burnouts and so on, are necessary. So it must be patent that economy could be introduced in this matter, which would add to the efficiency of operation.

This illustration may be applied by showing that electric locomotives use power only when engaged in operation. When idle no power is consumed. It would seem shift locomotives might be consolidated and ways arrange to time the use of the engines so that coal using during periods of rest would be reduced to a minimum. Much undoubtedly could be saved in way of repairs and in fuel bills. It would be economy which would promote efficiency.

While efficiency is intended to convey the idea more is being done with less expenditure of time and energy, it does not always work out this way. In the matter indicated it will. It leaves less engines to keep track of. Less movements on the trackage and must be conducive to a minimum of material to care for when not giving a maximum of return.

What is wanted is a greater continuity of operation. Less fuel in tenders, and an ounce of energy from every ounce of fuel. Powdered or pulverized fuel has been suggested for the purpose. Though its use would entail some expense in changing grates, etc., it might pay for itself in short order.

A great deal of waste in operation comes from rough handling of material, poor packing on the part of the shipper, and in some cases both combined. This results in claims on railroads which in the course of a year amounts to a very large sum. Poorly put up packages are harder to handle, take more time in stowing away and hinder schedules. If the railroads

were more strict in accepting packages which are not properly fastened together they would very soon teach the shippers to be less careless in sending out freight. We know how often cases fall apart in transit. They are hurriedly sent away, the shippers care naught except to get a clean receipt, for their shipments. The nails are poorly driven in, are too short, or the covers or sides are split. When one of these package come apart it means time lost in getting it into shape again even if possible. This takes railroad employes away from work which they should do, to do something which is not a part of railroading. It will be noted if no claim for damage ensues, the package is either held up, or the railroad man's time is used for unnecessary work and labor not connected directly with operation, to which it is charged.

All the faults of operation do not lie at the railroad man's door. The public is a large contributor to extra expense connected with operation.

Some people imagine it requires no special training to handle freight. They think all that is necessary is to catch it on a truck and move it from place to place. I might say most of our troubles comes from the inexperience of freight handlers. They smash up things, and if a package is lightly fastened together, they are sure to have it develop the defects which lead to destruction. They get in one another's way. So, it follows, the best results can only be had from using men trained to the service. Wages is not a factor in determining; it is the amount accomplished under similar conditions. If one man moves five hundred pounds of freight to another's three hundred, he is the man who is aiding toward economy, because he is more efficient than the other.

I believe the less units which are to

be directed and handled the most service will result. If an official can see to it that four men do as much work as eight, he ought not to be sneered at because he is only managing four instead of eight. It is common practice to imagine the more men a man has under him the better boss he must be. This is right in theory, but not always in practice.

Another item which is a charge of no small amount in the operation of roads is sending cars over the rails and then shifting them back. Very often freight cars travel over two hundred miles of track, when they should travel only one hundred. They are attached to certain trains because of convenience instead of figuring out the shortest way for them to travel, though they be held in the yard a day or two longer. Perhaps some yards are free from this sort of thing, but it is done. Even one mile over the actual distance which is the least a certain car may travel, is a waste. In one instance it may be small, but when figured in the aggregate the amount of wear and tear and wastage is very large. In fact, the highest efficiency and economy in operation can only be attained when every ounce of energy gives equal returns. Also, when railroad men do not need to bother with breakage, and with poorly put up packages, which come apart, have jagged ends or leak. Every train movement ought to be figured so that forward and return cars and engines will be giving returns in money earned for the labor and fuel used.

To use a word which has seen some service recently, movements of trains and engines ought to be co-ordinated. No loose ends should be allowed. In spite of the many reforms inaugurated to bring about this ideal condition, there is much which may yet be done to promote "efficiency and economy of operation."

BUY WAR SAVINGS STAMPS



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

House Insects and How to Destroy Them

THE people of the United States are bothered less with insects than probably any other nation. This is due to a number of causes but chiefly to the fact that hygiene, sanitation and improved housing conditions are given more consideration in this country than in any of the other thickly populated countries. It is the usual experience of travelers, particularly in Southern Europe, to wonder what is the cause of their increasing discomfort and frequent eruptions on the body, but later discover that some insects, usually in the dwellings, are the cause of same. However, in the United States, more particularly in some sections, there are insects which are common to the home which annoy the housekeeper and people dwelling in those localities. Chief among these are the following:

Fleas

Fleas are of importance to us in two ways: First as disease carriers and second, as a pest and an annoyer to man and animals. Bubonic plague is transmitted entirely by the flea. A species of tape worm which infests dogs and occasionally people has been found to pass at least one stage in the dog flea and upon being swallowed by the dog, it becomes capable of infecting that animal who also may transmit the infection. In many instances, fleas have been known to render houses uninhabitable for a time and a certain species of fleas caused material loss

among poultry as well as being a serious annoyance to other animals. It should be borne in mind that there are a great many different kinds of fleas, such as the dog flea, which feeds upon dogs and cats and the human flea which normally attacks man but may be found on other animals, rat fleas which occasionally infest rats, their usual host, but will also bite a human and it is in this way that Bubonic plague is transmitted. It is the infected flea carried by the rat that gets on a person and transmits itself by biting that individual.

There is a marked variation in the habits of fleas with special reference to the intimacy with which they are associated with their hosts. Some kinds of fleas remain upon their hosts and most frequently all of the time. In fact, the chigger flea normally buries itself in the skin of the host and there develops its eggs and dies. The chicken flea, which is known as the "Sticktightflea" has the habit of intimate association with the host but it does not bury itself in the flesh of the fowl. Dog fleas ordinarily remain upon domestic animals almost continuously throughout their existence but feed only at certain intervals. The human flea remains upon man but a small portion of the time, being free for the most part and returning to the host usually to feed.

Destruction of Fleas

One of the most successful methods of killing fleas on cats and dogs is to

wash the animal in a tub containing the proper proportion of a saponified coal tar creosote preparation. There are many such on the market known as "stock dips." The animal should be thoroughly scrubbed, making sure that the fleas on the head are well soaked just as the remainder of the body. After the animal has been in the bath 10 minutes, it may be taken out of the bath and solution allowed to dry on it. Another method of destroying fleas is to carefully rub into the hair of the animal powdered Naphthaline or moth balls,—this is very effective. Pyrethrum or Persian insect powder is also used in the same way. These remedies stupefy the insects and cause them to fall off the animal. This treatment should be given with the animal on a paper and the insects burned after the dusting is completed.

Fleas on hogs may be destroyed by dipping the animals in a vat containing some of the creosote dips such as previously mentioned or by sprinkling crude oil on the hogs while they are eating.

In order to avoid infesting the house, animals should be kept away from buildings. If fleas are troublesome about the dwellings, it is desirable to shut out the dogs or cats providing these animals have suitable sleeping quarters out-of-doors. Stray dogs or cats should not be permitted around the premises. Following the ridding of infested animals of adult fleas, it is important to destroy the immature ones which are constantly becoming full grown and infesting man and animals. Frequently, the house itself is infested, the breeding fleas being most frequently around the floors and edges of carpets. These should be well swept and all of the dust removed and burned. The floor should be scrubbed with soap suds and the whole floor sprinkled with Naphthaline crystals or Pyrethrum powder. Rugs and oiled

bare floors are better than carpets and mattings and are easier to clean.

Another method of destroying fleas in the house is to scatter five pounds of flake Naphthaline over the floor of the infested room and close tightly the doors and windows for 24 hours. After one room has been treated, the Naphthaline may be swept into another room which in turn should be closed and so on, thus making the treatment inexpensive. Free use of alum, both in the powdered form sprinkled over carpets and rugs and by dipping papers in the alum solution and placing same under the rugs is another method. The house may be fumigated with sulphur, four pounds to the 1,000 cubic feet of air space. Be careful to clean up premises and not leave dirt or loose material piled around in which the fleas may breed, and hide.

The House Centipede

This creature is not dangerous such as the centipede of the Tropics and is really not a true insect, belonging more to the beetle family. It is sometimes called a "skein" because of its numerous long legs like a mass of filaments or threads. Another name is "thousand legs." It is a creature of the damp quarters and is particularly abundant in bath rooms, moist closets, cellars and conservatories. It is especially found near heating pipes and where flower pots, etc., are stored. This centipede feeds on other house insects such as roaches, bed bugs, ants and croton bugs. It also devours small moths. The bite of this house centipede is not serious but may cause some pain and swelling. Water ammonia will relieve the disagreeable symptoms. If you are troubled with roaches, bed bugs or moths, leave the house centipede alone for several days and he will soon rid your house of these insects. The free use of Pyrethrum powder will soon destroy the house centipede.

(To Be Continued)

BUY WAR SAVINGS STAMPS

Offer of Brotherhood of Locomotive Engineers to Assist in Winning the War is Appreciated and Acknowledged by the General Manager

Mr. C. H. Markham,
Regional Director Southern Railroads,
Atlanta, Georgia.

Mr. A. E. Clift, General Manager,
Chicago, Illinois.

Mr. T. E. Hill, Superintendent,
Louisville, Kentucky.

Mr. J. F. Walker, Master Mechanic,
Paducah, Kentucky.

Gentlemen:

At a regular meeting of Division 485, Brotherhood of Locomotive Engineers, the following resolutions were unanimously adopted:

WHEREAS, the great war is calling on all true Americans to do their best, and

WHEREAS, the Railroads are called on to put forth every effort to move troops and supplies with promptness,

WHEREAS, the call to the colors has taken so many of our men; therefore be it

RESOLVED, that the engineers of the Louisville District, Kentucky Division of the Illinois Central Railroad do offer their services on lay-over days or between trips when same will not interfere with their rest or other labor, to be used where they are best fitted. Further, that on our honor, we pledge ourselves to use the money so earned for the purchase of War Savings Stamps.

L. D. Smith, Chief Engineer, 196 Penn Ave., Louisville, Ky.

J. D. Miles, Chairman Local Board Committee.

May 3, 1918.

Mr. L. D. Smith, Chief Engineer,
Louisville, Kentucky.
196 Penn Ave.,

Dear Sir:

I want to highly commend you and the members of your lodge for the action taken at meeting, wherein resolution was adopted, offering services on lay-over days or between trips, proceeds later to go toward the purchase of War Savings Stamps.

This is certainly a commendable spirit and anticipating that you will offer no objections, I am sending a copy of your joint letter to the editor of our magazine, with request that he publish it in the May issue for the benefit of other parts of the road.

I thank you for having sent me a copy of the letter.

Yours truly,

A. E. CLIFT,
General Manager.



Why He Never Married

IT WAS not my usual habit to go to the office on Sunday, and as far as I ever knew neither was it the Rambler's, except possibly when during his traveling days the latter made his desk en route to or from a train. I was a little surprised, therefore, when a few Sundays ago I had an unusual matter of business that called me for an hour or so to my desk, to find on passing the open door of that individual's office to see him in there. It could not be exactly said of him that he was working, for he was in an unsettled attitude of half sitting on the top of his desk and of half standing against it, although he had in his hand a little pamphlet as I came unexpectedly upon him. "Well, well!" I exclaimed on entering his room. "How comes it that you are down here this morning?"

Instead of his usual good-natured, hearty greeting I was surprised at receiving rather a far-away salutation, as though he was only half aware of my presence. Nevertheless, he slipped the pamphlet he was reading into his side

pocket as he aroused himself and repeated his salutation of recognition in a more cordial, but still more or less constrained manner. "What's the matter, old man?" I said to him in a rallying tone; "anything gone wrong? If so it must be something serious, for it generally takes a great deal to modify, at least on the surface, your uniform cheerfulness and general optimism." "No, nothing special," he replied, arousing himself a little as he sat down in the chair in front of his desk, and, reaching out, took from the latter the current annual report of the company and began running over its pages in a sort of dreamy, perfunctory manner. I looked at him keenly to see if I could fathom his mood, which was an entirely new one to me. I could make nothing of it, however, and so ventured to rally him a little by saying, "Where's your grip? I don't see it around here anywhere. I suppose you are going out on the road, as you don't seem to be doing anything in particular in the way of work, but have a sort of waiting air." "No," he

BUY WAR SAVINGS STAMPS

said rather slowly, as though making an effort to be his natural self, "I am not going anywhere. I wish I was." "Then what," I persisted, "in the mischief are you here for on such a beautiful morning as this when, unless of necessity, you should be anywhere else? I never saw you in such a mood. You look and act as pessimistic as the old lady who objected to dying 'less the halo that she expected to obtain would be a misfit." He smiled at my poor attempt at a joke, and as if to please me he evidently tried to change his trend of mind, and said, "I will tell you why I am here. It is for a punishment. A punishment of myself. I came down on purpose to bring back my office umbrella. You see," he explained as the conceit seemed to amuse him, "I aim to have an umbrella at the office and one at home. When a rain comes up at either end, therefore, I am always provided with protection for at least one trip. The theory is, of course, that when I use an umbrella in one direction because it is really needed, I am to carry it back the next trip, even if it doesn't rain, so as to always have one at each end. Sometimes conditions break lucky with me and I get rain going and coming, with a let-up after the coming, so that my umbrellas are thus properly placed automatically when the rain ceases. It generally happens, however," and as he continued he knit his brow and uttered his following sentences with an air of pretended deep thought, as if he were struggling to work out a most important matter, "that after I carry one to the other end the rain ceases and I am in sore trouble to remember to carry it back in pleasant weather so as to have it in its proper place when next needed. Now it so happened that about two weeks ago a sudden shower came up just before quitting time and I had occasion to use the umbrella kept here in the office. And, do you know," and here he dropped his serious air and broke into a most engaging smile, as if confiding to me a very great piece of news, "it hasn't rained since. So of course I have been forgetting to bring back that umbrella every morning on leaving the house, but

always remembering it when I get to the office. I knew that one of these days I would get caught with nothing to prevent my getting wet on leaving the office some evening, so this morning, having nothing better to do, and remembering the umbrella, I determined to punish myself for my forgetfulness by making a special trip down here to place it in its proper corner. And," he concluded, a real smile finally playing over his features as though he were beginning to come to himself, "I really feel much better now that little matter is off my mind."

I laughed at what I told him was his camouflage, for I knew that he was either joking or evading. He himself, I think, saw its absurdity and probably realized that he was not being the usually alert and good-natured Rambler, for he seemed to give himself a final arousing as he apologized for his general manner, admitting that he guessed he was a little out of line that morning. "The fact is," he added, "I expect I am a bit restless. Being used to being on the go so much, I am finding it rather hard work to adapt myself to new conditions of relative physical inactivity. It must have got on my nerves this morning, for, to be honest, I didn't know what to do with myself. In the old days of being away from home so much I would have hailed with pleasure a day of peaceful quiet in my apartment reading and resting. But you know the perversity of human nature, now that I can have such a day I am possessed to be on the move. There was at least a half truth in that umbrella story. I did bring the office one back to its place in the corner of the closet there, and but for it I doubt if I would have drifted to the office." "Then it was a pure case of not knowing what to do with yourself; didn't it occur to you that you might have gone to church, this being Sunday," I said in jocose strain, hoping thereby to keep him in his better mood. "Go to church?" he repeated with a lurking smile in the corners of his mouth, which broadened perceptibly as he said, "I never thought of that. I wonder why I didn't?" "O,"

was my laughing rejoinder, "you have been so busy and so uncertain as to being at home for years past that I doubt not that passenger traffic has become more of a creed with you than the one you undoubtedly learned many years ago. Why even now I see you are thinking of the railroad again, with our annual report in your hand, through the pages of which you are running with an air as much as to say that when I cease bothering you you know what you are going to read about." "Well," was the retort, "have you read it yourself? If not it might do you some good, for it contains much information that should be a professional inspiration. It does not do a railroad man any harm to be interested in general matters outside of his own routine, especially when he himself may have been a factor, however small, in bringing about such favorable conditions as are shown in this report."

For the moment he was himself again as he glanced through the pages of the pamphlet, remarking on what he found as he did so: "A mighty good showing for the year 1917; in round numbers the balance on hand on December 31 is shown to have been twenty-two million dollars, with 4,766 miles of road operated. The operating revenue is shown to have amounted to eighty-seven million and over, an increase of nearly thirteen and a half million over the previous year, or 18.18 per cent. It is interesting to know that these figures are the largest in the history of the company. It would naturally follow that under general prevailing conditions operating expenses would show an increase, which increase, however, was but \$9,496,684.94, or 17.97 per cent over the previous year; the operating expense amounting, in round numbers, to a little over sixty-two million and a quarter dollars."

He read more of the report in silence for a moment or two and then remarked, "Taxes are things nowadays that interest us all, more or less, and as I understand you have not read this report, you may like to know that the company paid \$6,186,364.94 in taxes for the year, an increase of \$2,070,299.68, or 50.30 per

cent over those of last year. The largest increase, it is stated, was in federal taxes, which increased by \$1,697,853.90, owing largely to the so-called war taxes. Other taxes, including the charter taxes due the state of Illinois, amounted to \$4,257,229.05, an increase of \$372,445.78."

"I suppose you know what a non-operating income is? Slim," he said to the latter as he noticed that individual had entered the room as he was talking to me, and that he was standing by the Rambler's desk with match box in hand about to light a cigarette. "No? Well, broadly speaking, it is returns on the company's investments in stock, bonds and notes and advances to affiliated companies. Except to those whose business it is to the contrary, this little item of non-operating income is not apt to generally enter the mind in connection with a railroad's yearly financial success or shortcoming. You will find interesting tables in here on that and kindred subjects, however, which may or may not be of interest to you, Slim, should you care to look into the matter. I warn you, however, that if you really go at their perusal seriously and have any success in wading through them intelligently it may be the cause of the financial end of the game acquiring a poor subject and of our losing one who in time may become a good traffic man." This last he said with a sly wink at me, as if to call attention to the fact that he was having a bit of fun with Slim; which I was glad to note, as it indicated a return to at least a normal cheerfulness and good spirits on the part of the Rambler. "It might be noted in passing," the latter continued, "that notwithstanding our non-operating income of \$8,009,365.40 was in round numbers five million dollars less than that of the previous year, the explanation following seems to argue for ultimate greater returns. While touching on the financial side of the report it is of interest to me to note that the number of stockholders at the close of the year was 10,578. The number of pensioners was 559."

"I believe," remarked Slim with a

half earnestness that indicated a sort of worship of the Rambler, "that you would get something of interest, at least to yourself, out of a piece of lake driftwood if it bore any suggestion of traffic, and if not you would make a traffic suggestion for it. I saw that report yesterday and glanced through it, but must admit that its tables of figures and terse paragraphs failed to appeal to me." "Tut, tut!" the Rambler exclaimed, "that will never do." Maybe figures are not in your line, but the fact that, as shown here, \$15,642,690.87 was expended for improvement to roadway and structures and for new equipment ought to interest you as a general proposition; especially as it means this," and he read from the report, "In continuation of the policy of recent years to add to and better the facilities commensurate with the increase of business.' Now note that this next sentence widens the interest, 'the wisdom of this plan has been demonstrated by the results obtained under the unusual business conditions existing during the year, when the traffic of the country as a whole was so large as to overtax the facilities of the carrier, with the result that in many cases the operations were hampered by congestions of traffic which abnormally increased expenses. By reason of the improvements during recent years your company was enabled to handle the large increase of business offered with reasonable dispatch and satisfaction.'"

"I will admit," said Slim, "that such class of matter is more intelligible to me than the tables of statistics, but I wonder what those improvements were?"

"Well," was the ready response, "it tells you here what they were. For instance, there were new industrial and new company's sidings built or extended, with a net addition to the latter of 64.3 miles. It tells where these improvements are located, and you can look it up for yourself if you have a mind. Then there was the elevation of tracks, that of Indianapolis, Ind., having been completed, while certain grade elimination work in Chicago was continued. Here is an item that will eventually change our map, it

telling of the construction of a 17-mile cut-off from Providence, Ky., to Dawson Springs, Ky., which is in progress; then there is mention of rearrangement and additions of tracks at various points as well as where great reductions of grade are being made. The replacement of bridges is shown to have been quite an item, as was also the commencement and completion of subways. Among the large items were the completion of the new passenger station and office building at 63d street, Chicago, and the new passenger station at Mattoon, Ill.; several suburban stations also having been completed or extended, some of them being combined freight and passenger stations, and on some work is still in progress. Water tanks and coaling stations are mentioned as having been completed or as being under construction at various points; block signal work is shown as being another activity, there having been installed and placed in operation 381 track miles of automatic block signals, which, the report says, with the trackage previously equipped makes a total of 2,081 miles of protected track at the close of the year. In reference to this particular matter the report further states that the block signal work on the Mississippi and Louisiana Divisions mentioned in a previous report has been completed, with several minor exceptions, which are specified, and adds that 'with the completion of the latter the line between Chicago, Ill., and New Orleans, La., will be completely block signalled.'"

He ceased reading aloud for a moment to scan a page of the report with apparently unusual interest, and on my suggesting that if he had found it anything of a nature that would be of profit to us to know, and it was within the scope of our technical comprehension, that he read it to us; whereupon he gave us the following:

"Fourteen six-wheel type switch locomotives were added, and four locomotives retired, resulting in an increase of ten for the year, with an increase of 360,380 pounds in tractive power. Eighteen locomotives of various types were converted into superheated loco-

motives. Forty-two new passenger train cars were added, fifteen refrigerator cars were equipped with passenger trucks and transferred from freight to passenger equipment classification, and two cars were transferred from work to passenger cars, making a total of fifty-nine cars added during the year. Five cars unfit for further service were retired, and three cars were converted into work cars, making a net increase of fifty-one cars for the year. Three thousand and sixty new freight train cars were added, and one thousand two hundred and sixty-one were sold, destroyed, or transferred to another service, making the net increase one thousand seven hundred and ninety-nine cars for the year. Five thousand six hundred and seventeen cars were rebuilt during the year. The average capacity of cars owned at the close of the year was 42.15 tons, as compared with 41.76 tons last year. The total capacity of cars was 2,659,500 tons this year, as compared with 2,559,290 tons last year! There is more in reference to additions and betterments," he continued, as he glanced through the pages, "such as new ties, track relaid, cross ties renewed, repairs of equipment, etc., but I reckon that is enough," he said, as he tossed the report onto his desk and changed the subject by asking Slim how ticket sales were going. The latter replied, as was expected, in general terms, and concluded with the remark that speaking of ticket sales reminded him that it was time for him to be on his way, to which the Rambler, on looking at his watch, nodded an assent.

As Slim departed I thought I saw signs of the Rambler's dropping into his old abstraction from which the annual report had for a few moments apparently diverted him. Hence, to keep him more nearly normal I said to him, "Why don't you get out of doors today? Stir around somewhere; now you have your umbrella safely stored (the Rambler grinned a little at this) keep moving and don't mope around here. It is a pity Snap-Shot Bill did not blow in and take you out in the country somewhere." "I

wish he would," was the hearty response, "and now that you suggest the country I believe I will go out to Tyro's house; that is, if it is his day at home, and I think it is." A telephone to the newspaper office developed the fact that he was correct as to Tyro's holiday, and I was delighted to see him start off in apparently a happy frame of mind for his trip into the suburb where Tyro lived. The subsequent events of that day came to me later through Tyro, he in turn getting the most of the story from his wife.

The very thought of having a definite aim began immediately to have its effect on the Rambler, so that by the time he reached Tyro's house he was back in his normal good spirits. Being a frequent visitor, he was on friendly terms with all members of that household, so that on the maid's admitting him she made no comment when, on her telling him that Tyro was in his study, he said, "Never mind about announcing me. I will go up and find him myself." On his breaking in on Tyro with a breezy salutation he found that individual enveloped in a cloud of smoke from his brierwood pipe, sans collar and sans coat, pounding furiously on a typewriter. He nevertheless answered the Rambler's greeting with the same spirit in which he had been approached; but in doing so, as he laid his pipe on the corner of his desk his visitor thought he discovered in his actions and looks a slight shade of disappointment at being interrupted. So the Rambler hastened to say, "You're busy, I see, don't let me interrupt you." "Well," was the response, "you know I am always glad to see you, but to tell the truth I was rather anxious to finish a chapter in my book this afternoon; I have so little time to work on it of late." The Rambler knew that at odd times for some months past Tyro had been writing a book, it being his ambition to try his skill in the domain of literature apart from his newspaper writing. This as a possible professional advancement as a writer and as a possible financial gain. Hence the quick response was, "Don't let me disturb you for a moment; I will go play with the kiddies. I need their

buoyant influence much more than I do your matter of fact conversation and actions." "Alas for my entertaining power," was the laughing reply; "however, I will grant you that the kids would probably be more interesting and more worth while than myself this afternoon. Unfortunately, however, they are all at a neighborhood children's gathering, and I do not feel exactly like suggesting your butting in there. But," he added, brightening up at the thought, "you go find Helen, she is off by herself for a stroll in the woods somewhere. It will give you something to do to find her; and I warn you that you need not necessarily expect to see her too soon. Distances are nothing to that woman when she gets started on a hike. In fact," he added reflectively, "I think I have suggested enough to keep you busy until evening lunch time, at and after which I will be quite at your service. It will be worth your while, that hunt for Helen, I will warrant you," he called out to the Rambler as the latter was smilingly disappearing down the stairway, "for if you find her at all you will probably see a few spring flowers in her hand and she will be full of some marvelous tale of a bird or birds she has seen; for this is the migrating season, you know, as well as the season when it is time to begin to look for the first wild blossoms."

The Rambler started off in high spirits, for he knew he had a real quest before him and that if successful he would be well repaid for his trouble, Mrs. Tyro being one of those cheerful and happy dispositioned individuals, especially with her friends, and the Rambler was one of them, whose company was always worth while. He had but a short distance to go along the highway before the latter entered a delightful, heavily wooded country in which picturesque ravines and trickling streams were a pleasing feature in the landscape. So, as he came to a diverging cart path leading into the woods he left the main road and followed the alluring trail on the theory that if Mrs. Tyro had gone for a nature-study ramble she would naturally wander off the highway at the

first convenient opportunity, as he himself was doing. So he pushed on into the forest for quite a while, leaving in turn the cart path for a little foot trail that opened up. Every once in a while he shouted, "O, Mrs. Tyro!" it never occurring to him that in what seemed to him the solitude of those woods there was any possibility of anyone but himself and possibly Mrs. Tyro to hear his voice. But he was pleasantly surprised on plunging down a steep bank to find at its foot a couple of children playing on the stepping stones of a beautiful running brook that divided the ravine into which he had gone. Inquiry of them failed to develop the whereabouts of Mrs. Tyro, as they had not seen "a lady wandering about" such as the Rambler described to them. Pushing somewhat aimlessly on, however, sometimes following a path and sometimes making detours through the pathless underbrush, he finally found himself on the highway again at a point about half way up a long, steep hill. "I will go to the top," he said to himself, "and see what it looks like beyond." Still in vivacious mood, he walked briskly upward and on in pleasant anticipation of what vista might break on his reaching the crest; but only to find a continuation of the long ribbon-like line of road disappearing over another rise in the distance. But his spirit seemed to rise with the thought that while Mrs. Tyro was clearly not on the roadway she might come out of some of the by-paths onto it at any moment, or that he might see her by looking on each side into the woods as he passed; also by a whimsical wondering what was at the end of the road, and what was beyond the little bend that he saw near the next distant hill-top. In due time he came to the bend, which proved to be a forking of another road with the one he was on, somewhat in a glow owing to his rapid walking, and laughed softly to himself as he found that both the forking and the top of the crest only repeated the wonder as to "what is beyond?" "Guess I've gone far enough in this direction," he thought to himself. "I have been

going at a pretty good pace and must be a greater distance from the house than she would be apt to wander; although," he remembered, "Tyro intimated, now that I think of it, that she is a great hiker. Nevertheless, he started back at a more leisurely pace, still adhering to the highway, but peering more carefully into the woods on either side and scrutinizing with a little more attention than he had previously done, the little trails and paths that led out of the woods on either side. He even made short excursions into the latter as they seemed promising in the matter of leading him somewhere.

On one such occasion he turned in at a dilapidated old field gate which stood open, but which, as he had passed it before, suggested not even a cart path beyond. This time, however, his mind being more keenly bent on his search, he stopped and looked long and earnestly all about him after plunging through more or less of a tangle of underbrush for a short distance, and finally received a new impetus in his quest by discovering through the trees what seemed to be a sheet of water in the distance. Pushing on, he soon found faint traces of a cart path which on following led him out of a wooded belt onto a broad meadow. In the center of the meadow he discovered a considerable pond fringed here and there by clumps of trees; on the edge of the pond, standing back to him, he saw Mrs. Tyro silhouetted against the sky, with elbows in air, as though shading her eyes with her hands. Hastily crossing the intervening open space he went quietly up to her to discover, as he had supposed, that she was earnestly looking through an opera glass at something on a little clump of bushes surrounding the base of a tree on the edge of the pond. So absorbed was she that his presence was not noticed for quite a while, so that he, following the direction of her gaze, had time to note that she was evidently watching a bird flitting back and forth from the water to the limbs of the tree, occasionally resting long enough on the latter to break into a most melodious

short song. She finally became aware of his presence however, and with a friendly nod passed him her opera glasses, saying, "Just look at that red-winged blackbird, he is taking a bath." He, too, watched the bird in its various motions with interest, remarking from time to time with almost her own enthusiasm, "There! there! It preened himself then, and I saw that beautiful red stripe in its wing. Ah, ah," he laughed, as the bird flew to an overhanging branch in the tree from the unsubmerged portion of a rotten limb lying in the water, "just see how the little beggar shakes himself out. Say! but that's cute—see him balance on one leg and scratch the back of his head with the claws of the other."

In short, the Rambler's somewhat strenuous walk, the bracing influence of the pure country air and the diversion of mind caused by the definite object of finding Mrs. Tyro and of being finally successful in his search, had keyed him up to his usual healthy pitch and he was in mood to blend into Mrs. Tyro's habitual happy cheeriness. So they continued to watch the bird together until it elected to finally fly away, and then they began to be social on ordinary lines. Picking up a very small bunch of wild flowers from off the ground at her feet, where she had thrown them on using both her hands for the opera glasses, Mrs. Tyro suggested that as she had wandered farther away from home than she had intended perhaps they had better start back. But the Rambler was in no hurry, and neither did she seem to be, for they sauntered to the main road quite leisurely, chatting merrily together as they did so. "Yes," she said, in answer to his inquiry, "I have seen other first birds of the season this afternoon. I started up a flock of juncos as I went into that meadow, although they are not really what you might call 'firsts,' being with us more or less, you know, all winter." The Rambler didn't know, but he chose to let the remark pass without comment as she continued enthusiastically, "but I did see a first bluebird, and O, how he sang for me. I

chased him 'round for quite a while—in fact until he disappeared over toward that farm house. But the flowers are backward. This one little spray of spring beauties in bud only is all that I found of them. The hepaticas, however, were slightly more in evidence, although I really saw but very few of them, and picked less," she laughingly added as she held up her modest little bunch for his inspection. "I could not resist the temptation to carry a few of them home you know, for the little vase on Howard's desk." She began then to talk to him about other matters, and he, feeling the influence of her bright sayings and observations and beginning to understand her interest in little things as she observed and pointed them out to him in passing, reached a high pitch of conversational enjoyment with her. She finally began to tease him, for Mrs. Tyro, in a subtle, ladylike way, was a born tease, and when she felt as happy as she did on this occasion loved to "stir the Rambler up a bit," as she often expressed it privately to her husband. "I just love to hear him come back at me," she would laughingly declare to him. "While not a tease himself he takes it all good-naturedly, and his repartees are great at times." So as they sauntered homeward on this Sunday afternoon she had finally reached that mood with the Rambler, and he was at his best with his parrying.

They had left the highway and were going through a woods path which Mrs. Tyro said was a shorter cut home, when she protested that he was making her walk too fast, whereupon he pointed to a felled tree a little distance off the path and suggested that they "sit down and rest." She laughingly acquiesced and seated herself on the stump of the tree, which had been cleanly sawed off, while he took his place on its prostrate trunk near by. As they thus rested, facing each other, he could see the merry twinkle in her eye as she pretended to scold him for letting her walk so fast that she was completely tired out. "You tired out?" he laughed, "what do you think of me? I haven't hiked as I did

this afternoon for years. I am positively foot-sore." "Well, that was no reason," she protested, "why you should set such a fast pace for me; you have nearly taken my breath away." "Wanted to get you back to Tyro," was the laughing come-back, "he must need you by this time. O say!" he added, with a bold grin at her, "but he's a lucky dog to have someone like you to look after him." "Think so?" was the laughing response, "but I don't know. He complains at times that he has his troubles with me." "Don't you believe him!" he flashed back. "He's just a man-bear when he says that. He don't mean it. It's true, however," he added, "that it is possible you go off and leave him too much with this mousing 'round in the woods you do all by yourself." This last he said hastily as though to head off some reply to his implied flattery that he thought she was about to make that would prove a boomerang to himself. He knew her subtle wit, and could read her face very quickly at times in anticipation of what she was going to say; but he was wrong if he thought he could divert her intent, for with a half serious and half poking tone, so that her question could be taken by the Rambler either lightly or seriously, as he saw fit, she said to him with a quizzical look, but in her sweetest tone of voice, "and if you think Tyro is such a lucky man I wonder how it happens that you yourself never married?"

The Rambler saw that either in earnest or in fun he was fairly caught; but he arose to the occasion with that characteristic promptness of his, and determined to give her as good as she sent. He therefore assumed a most serious air, and as he spoke put on a far away look as though bringing to mind memories of an eventful period in his life. "Well, you see it was this way," he began. "I suppose in my callow youth I was as cheerful, careless and thoughtless about your sex as the most of my kind, but all of a sudden a dark cloud came over my horizon as far as the gentle sex is concerned—a cloud that never became dispersed and that has ever since caused

me to be the bachelor-wreck that you now behold" he added in mock heroic as he gave a glance up into her face to see how she was taking his beginning. But her face was non-committal, so he was obliged to continue by saying, "the cloud came the second day that I, then a very young man, first began to sell tickets for a railroad. At noon, shortly before a train was due, I was at the ticket window being broken in to my new business by the regular agent who stood at my elbow, and, as people asked for fares or tickets coached me as to the amount to be charged, kind of ticket to be issued and where to find it. I was getting along, I thought, very well when I saw a girl enter the doorway with whom I had a slight acquaintance, but whom I wished mightily to know better. That is, I had met her several times with others, and although I had not been given an opportunity to feel myself very much acquainted, I had nevertheless taken a deep fancy to her. In fact," he added reflectively as he glanced at Mrs. Tyro, "It had been a case of love at first sight on my part."

"Good, good!" interrupted Mrs. Tyro, clapping her hands and throwing her head back as she burst into a hearty laugh; at which her companion assuming to be upset by her levity at what for the moment he pretended was a most serious matter, shook his head as he remarked, "I don't know as I will tell you if you are going to make fun of it." "O don't stop!" she said, immediately assuming the gravest air possible through a remaining lurking smile, "I will not interrupt again."

"Well, such was the situation with me when that girl appeared in the doorway of the station, evidently bound for my ticket window. Knowing that she lived in a town just north of us and was in the habit of making frequent visits between my town and her own, I immediately thought to show off a bit for her benefit. So I asked the agent what the fare was to her town and he told me it was ninety cents, whereupon I immediately stamped her a ticket and as she made her errand known surprised

her by promptly passing it out and smilingly advising her that it would be ninety cents. I guess, come to think of it," the Rambler said as a sort of an aside, "that she never was particularly impressed with me anyway, although she gave me a slight nod of recognition as she took the ticket and passed over a two dollar bill in payment. But alas! I had got by that time all fussed up, and in my over anxiety to make an impression ignored the denomination of the bill and thinking it to have been a dollar, gave her back only ten cents in change. It is too painful to go into details as to what followed," he lugubriously added, while Mrs. Tyro, who remembered her promise not to interrupt turned her head to suppress her rising mirth; "sufficient to say that in a chilly and forceful manner she intimated to the agent that I was several things, among others a short change artist. Of course it worried me, for I had lost out with the only girl that thus far I had ever loved. It got on my nerves so that when the next Sunday came 'round, and I was free, I determined to make a trip to her town to see if perchance I could come across her and square myself. I hadn't the slightest idea how I was going at it, for I had not a sufficient acquaintance to warrant my calling, but had some hazy notion that something might turn up by which I would meet her and be able to make some explanation; for of course to intentionally cheat her in her change had been far from my thoughts."

"Now in the town where she lived there was a large brewery, and as the surrounding country was dry it was a very popular place to go to on Sundays. Hence the train that I went up on was filled with people bound for that town carrying baskets, grips and dress suit cases of various descriptions. So many people were there in fact, that when all were unloaded at the station the little bus that was run from it to the center of the town, the latter being two miles away, was so quickly overloaded that many of us, including myself, had to take the foot trail to our destination. We were stringing along, were a goodly num-

ber of us, over the hot and dusty road when I was overtaken by a fellow having two dress suit cases in his hands who began to chat with me. In the course of his talk, being somewhat worn with the heat and inconvenience of his luggage, he testily remarked that he wondered why they had not built the depot in the town instead of way down there by the river. 'I suppose,' I cheerfully answered, 'they thought it desirable to build the depot by the railroad.' At this he got peeved," the Rambler remarked with a chuckle, "and came back at me with, 'well, you are some smart guy, you are;' after which he did not seem to care for my company further, as he forge ahead and left me. Plodding my weary way to somewhere or anywhere, I did not know which myself, in due time I got into the town and imagine my surprise and momentary elation when on turning the corner of a street I saw, but a short distance away, the girl of my dreams. She was leaning on the front gate of what was evidently her home, and was talking with the man with the two grips who had left me in dudgeon because, as he had coarsely put it, he had thought me 'some smart guy.' But the girl! O, the girl!" smiled the Rambler with another mischievous glance at Mrs. Tyro, who in turn was nearly bubbling over with suppressed laughter. "The gateway where she was standing was at the end of a walk beautifully bordered with flowers, and was under the shade of a huge nearby horse chestnut tree through whose leaves sunbeams were shedding their golden light on her uncovered head; making of her, I thought, as in looking at the man her face was in exquisite profile, a picture as beautiful as that of a Madonna."

"Fine! fine!" softly murmured Mrs. Tyro as though to herself, "I did not know he could be such a beautiful romancer; but what," she burst forth directly at him with sudden energy, "did you do then? Practically not knowing the girl at all, she talking in friendly intercourse with another man, and yet your being near her with the express

purpose of instilling yourself into her good graces—I must tell Howard that situation. He may be able to use it in the novel he is writing."

"I don't know just what I should have done," was the answer, "but what I did was to get fussed again and cross over onto the other side of the street. And now madam," he went on with an apparent air of great seriousness, "you can imagine how I was thrown into the depths when on passing on the other side I heard the girl say to him of the suit cases, 'there goes that piker that tried to short change me.' That's all," he added, as his companion seemed to be waiting for more, "that settled it."

She burst into a merry peal of laughter and, jumping up from her seat took from its case the kodak that she had been carrying slung to her side, saying merrily, "sit still, sit still! Right where you are, and don't you dare move or change that woebegone expression. Howard will give me a new hat if I get a good picture; the pose is just right, and the look, if the kodak will only catch it, will enable him to label it 'the death of a love dream' when he frames it and hangs it up in his den. There!" she said as the kodak clicked. "I brought this with me this afternoon in case I should get a good chance at a bird. I had forgotten about it until now, but I have got something much better if it turns out well timed." "O you will have a picture of a 'bird,' all right," laughed the Rambler throwing off his mockery, "if you will excuse the slang." She laughingly put the kodak back in its case and reseating herself on the stump motioned for him to be seated again, he having arisen as if to go. "Now that was a beautiful fairy tale Rambler," she chirped whimsically at him, "but you don't mean to tell me that in your young days you were so timid as to let a little episode like what you have told me keep you unmarried all these years?" "I don't know," he answered as if ready to keep up the joke, "there was another woman soon after that that sort of put a crimp in my faith I reckon." "Ah, another one! We are getting on. What

about her?" "Well, at least, I never was enamored in her case. But listen to the kind of woman she was," and he quietly smiled to himself as if in anticipation of springing something on Mrs. Tyro. "It was only a few months after my unfortunate slip in the matter of making change that one day when I was in the ticket office alone, soon after a train had departed a lady appeared at the window holding a handkerchief to her eye. She asked me in rather a broken manner, as if in pain, if there were any oculists in the town. Now you must know that the town was a small country place, a sort of trade center for a large outlying territory, and so it was not surprising that a stranger from, as I judged her to be, just off the train should make such an inquiry. Particularly as she said on asking the question that she had a cinder in her eye that was causing her exquisite torture and she thought that an oculist's would be the proper place to go to get relief. I told her there were two places in town where there were oculists, either one of which would probably serve her purpose. I began to direct her to them, but she paid slight heed at what I was saying, pretending she was in such pain that she doubted if she could wait to get to the proper place. She finally asked if I could not remove it for her, and suggested, as she feigned a particular dart of pain, that she come into the office while I took out the cinder. I told her that it was against orders to allow anyone in the ticket office, but said if she could wait a minute until I put away a few of my things that were lying about loose I would come out and see if I could help her. As I was about to do so, I noticed in the background our Division Superintendent who apparently had been watching me closely and trying to get my attention. As he caught my eye he shook his head, which meant to me, of course, that I should not come out, and I was beginning to become a little embarrassed as to how I should get away from my offer when the lady herself put the handkerchief down and hurriedly left the room, neither of us ever

seeing more of her. The superintendent then told me that the conductor had been watching her very carefully on the train and had reported her to him as undoubtedly a crook. You see," the Rambler concluded, "she was not interested in me the minute she found she could not enter that office and possibly get something in the way of tickets or money by the light fingered process while I was trying to remove her pretended cinder. So now," he concluded as his companion on the stump again seemed to be waiting for more, "a little thing like that at my tender age would be apt, would it not, to jar one's confidence?"

As they started again on their walk they both broke into a laugh at the absurdity of the whole conversation while they had been resting. So each now being in merry and lightsome mood, at her solicitation he entertained her on the way with other short stories of his experiences and observations behind the ticket counter, for as she had surmised, the basis of his tales while on the log had been drawn from his personal experience. As a final thrust, just as they were about to enter the house she turned to him with a sly look and mischievous twinkle in her eyes and said, "by the way, what do you hear from the Trunk Lady in France?" "Miss Ouri, who is in town you know, said that in her last letter to her she told of working very hard, but that she was grateful to find that she was able to be of service," was the evasive reply; to which Mrs. Tyro laughed as they entered the doorway and greeted the children who came running to them, the latter having returned from their afternoon party.

The light evening meal was a merry one, everybody being in the best of humor, Mrs. Tyro relating to her husband the doings of the afternoon in which she laid with great gusto particular stress on the Rambler's alleged confession as to why he never married. The meal over Mrs. Tyro disappeared, as was her custom, to devote the hour before bedtime to the children, while Tyro and the Rambler went to the study, and with their pipes chatted together be-

fore a wood fire on the open hearth; the evenings being still cool enough to make a friendly blaze enjoyable. In the course of the conversation Tyro, through his interest as a newspaper writer, made some inquiries of the Rambler as to the workings of government control of the railroads. The latter was somewhat thoughtful and guarded in his replies, as though he himself was trying to answer in his own mind that which was on the mind of Tyro. Of a sudden, however, the Rambler as though remembering something, hastily put his hand in his side pocket and drew forth the little pamphlet that he had subconsciously placed there in the morning when reading at his desk. "I have here," he said "a little advertising booklet written and put out to the public by our Advertising Department twenty-six years ago. I came across it the other day and thought I would carry it home. It describes some new Pullman sleeping cars that were put in a run on our road at about that time, and for which the cars were especially designed. These cars in that day and generation were supposed to be the wonder of the age, particularly in their alleged artistic structural design and decoration. So beautiful in fact were they in the mind of the writer of the booklet that in his attempt to make the public see their beauties with his eyes he compared them in splendor to the wonderful bejewelled peacock throne of one of the great Moguls of India. He justified the parallel in the following lines," and the Rambler then read from the book:

"In the fashion of the present practical, utilitarian age, we probably enjoy elegance and luxury as much now as it was enjoyed then. Nowhere is this more apparent than in the facility with which we adapt ourselves to the rapidly increasing developments along this line as found in places of public resort. The luxuries of modern travel, for instance, we take as a matter of course, but we are not satisfied that we be simply comfortable and have all possible conveniences en route. On the contrary, setting at defiance the opinion of no

less an authority on matters pertaining to structural beauty than John Ruskin, who in the infancy of railroads wrote: 'There never was more flagrant nor impertinent folly than the smallest portion of ornament in anything concerned with railroads or near them,'—setting at defiance such an opinion, we are running to the other extreme, and, in our requirements in the way of elegance when traveling, are fast getting in touch with the spirit that prompted the building of such a wonder as the Peacock Throne. This spirit of elegance, in railway matters, although rapidly developing in the direction of handsome stations and an attractive right of way, has attained its highest state in the matter of equipment."

"The text is illustrated," he continued on finishing the reading, "with elaborate cuts showing every detail of the ornamental and structural features of the cars, from the very titles of which you can get an idea of their interior characteristics. Just listen: 'Richly panelled partition of quarter oak,' 'The soft brilliancy of its silken draperies,' 'Through a heavily draped but otherwise open doorway,' 'Impromptu high tea enroute,' 'A good-sized square wicker chair' (that was the time when wicker chairs were replacing the heavily upholstered plush chairs), 'A sliding door between the two rooms,' 'With plush upholstery and embossed decorated plush panels,' 'An open decorative feature of bronze grills and wood spindle work,' 'With graceful curve of a wide sweep' (that referred to a partition in arch effect), 'A most unique and charming bit of structural decoration,' 'Carried to an elaborate degree, culminating in a most beautiful center piece.' The pictures themselves," he continued, "tell much more, and from them one can see the elaborate details but hinted at in those titles. But my, O my!" he exclaimed as he slipped the book back into his pocket, "what beautiful dust catchers were those silk window curtains, elaborate partition draperies, and particularly the embossed plush panels."

Tyro laughed as he said "all that does

not sound much like some of your recent advertising literature, in which I think the expression is used, referring to your fine equipment, that 'in structural finish and design it is in harmony with the quiet, refined taste of the day.'

"That is just what I was coming at," said the Rambler. "It has been found that Mr. Ruskin was nearer right than

we were in those days; but the application of it all that I have in mind was a partial answer to your question. After Government control is over I imagine we will have learned many things tending towards a 'quiet refinement' in distinction to the elaboration of a jewelled peacock throne." Tyro smiled and nodded his head in quiet approbation.

Notes of Interest to the Service

Among numerous changes of time announcements by our connecting lines may be mentioned the following:

The Michigan Central announces changes in time to take effect May 12th, among which are the following: The parlor car and through coach operated on train No. 4 from Chicago to Grand Rapids via Kalamazoo and G. R. & I. will be discontinued—G. R. & I. train No. 9 to be discontinued. The through coach from Chicago to New York in train No. 8 will be discontinued, coaches to be operated Chicago to Buffalo and Buffalo to New York. The through coach Chicago to New York east from Buffalo on train No. 162, will be operated only to Albany. Train No. 14, "The Eastern Express," for New York and Boston, leaving Chicago at 3 P. M. daily, will have sleeping car Chicago to Albany carried from Buffalo in New York Central train No. 58, in place of the sleeping car now operated from Chicago to New York on M. C. train No. 14, and N. Y. C. trains Nos. 40-20. Chicago-Hoboken sleeper now operated in No. 18 train will be transferred to train No. 14, connecting at Buffalo as at present with D. L. & W. train No. 6. Train 18 will be changed to No. 40 and leave Chicago at 8:00 P. M. (see train No. 40). Train 20 leaving Chicago as at present at 5:05 P. M. daily will have parlor car Chicago to Detroit, transferred from present train No. 18. Chicago Grand Rapids coach and parlor car transferred to train No. 44. The Chicago to New York sleeping car on train No. 38 will be discontinued beyond Buffalo; its Chicago-Boston sleeping car will be operated east of Buffalo in N. Y. C. train No. 36 to Albany, B. & A. No. 36 to Boston instead of N. Y. C. train No. 12 and B. & A. train No. 32. Train No. 4 Michigan Central Limited (present train No. 18) will leave Chicago at 8:00 P. M. daily instead of at 5:40 P. M., carrying sleeping car passengers only from Chicago and points where train is scheduled to stop, to Niagara Falls, Buffalo and beyond. It will carry sleeping cars Chicago to Buffalo, Chicago to New York and Chicago to Boston. Train No. 44 daily will be restored, Chicago to Kalamazoo and in connection with G. R. & I. to Grand

Rapids, and will leave Chicago at 5:50 P. M. It will carry coach, dining car and parlor car, Chicago to Grand Rapids.

The New York Central also announces changes effective May 12th, in which the following at the Chicago Gateway are of interest: No. 6, leaving Chicago 10:25 A. M., will become an all Pullman train, coach service on it being discontinued. Chicago, New York & Boston special train No. 10 will be restored to service, leaving Chicago daily at 10:00 A. M., No. 12 and also local express No. 10 being discontinued. No. 14 "Eastern Express" will leave Chicago at 2:05 P. M., the Chicago, New York sleeping car will be discontinued. No. 20 "New York Central Limited" will be discontinued. No. 22, the Lake Shore Limited, will carry Chicago-Buffalo sleeping cars at present handled in No. 64 from Chicago. No. 28, the New York Express, will leave Chicago at 11:30 P. M. instead of at 11:45 P. M., its equipment being the same as at present, except that Chicago-New York sleeping car will be discontinued, and that it will carry a sleeping car Chicago to Cleveland. No. 46, "The New Englander," formerly No. 4, will leave Chicago at 8:25 A. M., but will not carry sleeping car Chicago to New York. No. 64, "Chicago and Buffalo Special," will leave Chicago at 5:00 P. M. The Chicago-Buffalo sleeping cars will operate in No. 22 from Chicago.

The Grand Trunk has changed the leaving time from Chicago of the International Limited, No. 14, from 5:45 P. M. to 4:40 P. M. Its train No. 6, Night Express for Detroit, Canada and Niagara Falls, now leaves Chicago at 10:45 P. M. instead of 11:45 P. M. The arriving time at Chicago of its trains westbound will be an hour earlier.

The lake and river steamship lines, the mountain and seashore resorts, the National Parks, the roadside inns—all are justified in anticipating the usual, perhaps an unusual, demand upon their facilities for rest and diversion to an over-stimulated people.

The interest of the transportation world is naturally centered upon the development

of the railroads under Government control. Not alone are some hundreds of thousands of employes with their families directly affected by changes in the old regime, but the traveling public as a whole are alive to any modifications in passenger-carrying service. It may be recorded that the public has evinced not only a lively but a sympathetic and helpful interest in the Government's work; a sense of public approval of the changed situation so far as it is effective is apparent. The policies thus far indicated may be summarized:

1. To conserve motive power, trackage and terminal facilities for the movement of freight.

2. To eliminate unnecessary passenger trains and unessential passenger equipment.

3. To reduce passenger-train requirements by discouraging unnecessary travel.

4. To reduce the expense of ticketing facilities by establishing union ticket offices to take the place of the several city ticket offices of separate roads.

5. To economize by eliminating competitive solicitation of passenger business, including newspaper and other advertising.

6. To institute changes with the least possible disturbance of existing conditions and with the least possible hardship to the employes affected.

7. To accomplish the desired results through the railway executives already in charge of the operation of the roads.

The Government has moved with skill and rare good judgment, carrying with it the confidence and the loyal support of the railway officials and employes, and of the traveling public.—*American Express Personal Bulletin*.

The Glacier National Park, says a Department of the Interior National Park Bulletin, is of the same geological era as the Grand Canyon, in which connection it describes the color scheme in the rock formations at Glacier as follows:

Glacier National Park is one of the showiest exposures of Algonkian rock in the world, though that of the Grand Canyon so far is more celebrated. The Algonkian rocks are the oldest surface rocks in the world, except where the granites and other igneous rocks of the Archean Era emerge upon the surface principally in mountain ranges. These Algonkian rocks are principally shales and limestones; the shales show the reds and greens familiar at the Grand Canyon in Arizona; the limestones turn yellow on exposure to the air. Glacier National Park is marvelously colored.

* * *

To complete the picture imagine this a country of many colors. The Algonkian strata here emerging consist of pale blue limestone below, which weathers bright buff; of dull green shales next above, which weathers every shade merging into deepest

brown; of bright red shales next above, which weather into the richest purple; of massive gray limestone, thousands of feet of it, next above, streaked horizontally with a broad band of granitelike diorite which is sometimes lead blue, sometimes dark gray, sometimes dull dense black.

Imagine these colors tossed together, oftenest in regular strata, frequently upset, sometimes inextricably mixed. Imagine the strata from east to west sagging deeply in the middle, so that a horizontal line across the park would cut its colors diagonally. Imagine whole mountains of yellow limestone on its sides, for instance, a Continental Divide of massive gray limestone in its middle and mountains of slanting reds and greens and grays between.

Imagine milk-blue glacial lakes edged with pink argillite. Imagine rounded winding valleys of spruce green. Imagine the greater mountain masses splashed with sulphur yellow lichen, bearing snow and ice upon their shoulders. This is Glacier.

A National Park Bulletin, dealing with the development of the Hot Springs, Ark., reservation as a National spa, says among other things the following:

The first national park was the Hot Springs of Arkansas. The reservation was created by Congress in 1832, forty years before even the Yellowstone, which was the first scenic national park. Naturally Hot Springs, whose waters are as healing as those of the most celebrated of the European spas, deserves an important place in the plans by which the National Park Service purposes to bring into their own the inimitable national parks of America. In accordance with these purposes, Congress appropriated \$10,000 at the last session to prepare an architectural and landscape scheme for making Hot Springs the national spa of America.

The drawings embodying these suggestions are now on exhibition in the Senate Office Building at Washington. They transform the present unorganized national reservation, the hit or miss growth of many years, into an area of rare beauty and dignity, a spa in which Americans will find pleasure and recuperation amid surroundings of natural beauty and artistic charm. The problem was difficult because the ground west of Hot Springs Mountain, which naturally should be a broad plaza, has become the business center of the city, and because upon a hill on the southeast, stands an Army and Navy Hospital whose unsightly outer premises offset the architectural beauty of the main thoroughfare. The plans meet the one difficulty by a notable treatment of the hills rising behind the bath houses, and camouflage the other by a tasteful arrangement of parking and planting. The unsightly public bath house on the hill will merge into a dignified administrative building on the street level.

We are more or less familiar with the extermination of the bands of Buffalo, which roamed the plains of the West as late as the early 80's. We are also familiar with the passing of the antelope and the restriction of native elk to the mountains of the Yellowstone and other National Parks, but perhaps it will amaze most Americans now to learn that there are now roaming in the wilds of America more than ten million caribou.

This and many other interesting facts of a practical wartime interest were brought to the attention of visitors, delegates and attendants of the Fourth Annual Conference of the American Game Protective Association in New York City, March 4th and 5th, 1918.

This association included famous sportsmen, state game commissioners, government officials, magazine writers and other persons interested in the preservation of wild animal and bird life in America.

One of the most interesting addresses was delivered by C. Gordon Hewitt, Canada, who explained to the conference that Canada had found time in the press of war activities to maintain its policy of conserving wild game life. There is no disposition to forbid normal shooting and hunting, but to give ample safeguard against extermination.

Mr. Hewitt added interest to his address by referring to the enormous herds of caribou, which roam the plains of the Northwest territory to the Arctic Circle. He estimated these bands to aggregate not less than ten million head, and, perhaps as many as thirty million head. Preparations are being made to market thousands of these animals in Canada as a war relief measure. The principal difficulty encountered is transportation.—*North Western Monthly Bulletin*.

An instance of a dog's return to the savage state of his wolf ancestry, says a recent National Park Bulletin of the Department of the Interior, came to light in February in the Yellowstone National Park when Scout Anderson's report of a trip into the Buffalo Fork country contained, under the heading of predatory animals killed, a mention of one mountain lion, one bobcat, four coyotes, and an Airedale dog.

This dog, which probably wandered into the park from some farm or settlement a few miles over the border, has been living in the Yellowstone in a wild state for several years. Whether or not he fraternized with his cousins the wolves and the coyotes can not be known certainly. No doubt he lived as they live at the expense of young and weaker deer and elk, and smaller prey. Probably he lived alone, against all animal kind as they were against him. There are well authenticated instances of dogs thus returning to savage

nature. It speaks well for his tenacity and strength that, alone of his kind in a country where all kinds of wild animals live still their natural lives, he survived. He may have been a dog of good pedigree.

Anyway, the dog had been seen at intervals for several years and was officially classed among the animals which, alone of all Yellowstone's animals, are sought and killed because destructive of the harmless animals which make of this national park the best populated wild animal preserve in the world.

All night long the great through express train had been rushing along in the darkness, while men, women and children slept safely and were carried where they wished to go.

In one of the sleeping cars was a little girl, and when the conductor went through for the first early morning round, this little girl was up and dressed. Her mother and grandmother, with whom she was traveling, were still in their berths.

"Good morning, conductor," said the little girl, looking up with a bright smile.

"Good-morning," replied the conductor.

"I think we must have had a good conductor and a good engineer to have taken such good care of us all night," said the little girl.

The conductor forgot all about his long, hard night and how tired he was. All day long he kept thinking about that little girl.

I wonder how many people have been doing kind things for you and me to-day, helping us to be safe and happy and comfortable? And I wonder how many of them know that we thank them?—*Youth's Counselor*.

For almost twenty years, up to 1875, wood burning locomotives were used on the Grand Trunk Railway. This necessitated great stacks of wood at the stations. More than half of the station yard space was so taken up. A steam saw and gang came around periodically to cut the four-foot cordwood sticks in two, ready for the locomotive tender. Enormous quantities of the finest hardwoods, maple, beech and other, were thus consumed. The first coal burning engine changed from wood burning, in the shops at Stratford, was put into service in 1873. The change from wood to coal burning took several years. For 1875 the Stratford record shows 4,197 tons of coal issued and 16,436 cords of wood, this being the maximum wood consumption record for that station. After 1875 the use of wood dropped rapidly. The price of wood began at about \$2.00; was \$2.50 and finally \$3.00 and over per cord. At Kitchener station about 6,000 to 7,000 cords per annum appear to have been purchased. During the 19 or more years of wood burning probably over 120,000 cords were de-

livered at the Kitchener station. The price rose to \$3.50 per cord about 1874.—*Canadian Forestry Journal*.

In an article on "The Ticket Agent," in the *Right Way Magazine*, written by J. M. Milner, rate clerk, Passenger Traffic Department, Central of Georgia, the writer makes the following half humorous and half serious round up in regard to what a ticket agent should be:

"In writing on this subject I realize that I have taken a large order. The ticket agent is the buffer between the public and the company. He occupies a peculiar position and is one of the most important members of the community in which he resides. Everyone who comes or goes passes before him, and he sees more of the people of his locality than other person in it. What sort of a person, then should the ticket agent be? I should say that he should be affable, big-hearted, courteous, discreet, efficient, fair-minded, gentlemanly, humane, industrious, judicious, kind, loyal, merry, neat, obliging, prompt, quick, reliable, suave, thrifty, uniform, vigilant, willing, xental, youthful and zealous. There, I have used every letter in the alphabet and still have not said all that I think a ticket agent should be."

A circular of the Hawaiian Promotion Committee announces that the United States Shipping Board has accepted their suggestion as to the granting of permits to foreign ships to carry passengers between Honolulu and the Mainland, thus releasing for war purposes American steamships. The specific statement in the matter is as follows:

Under date of February 12th, we were advised by the Shipping Board at Washington that permanent permits had been granted to the steamers of the Toyo Kisen, Kaisha and Pacific Mail Steamship Company to carry passengers in both directions between Honolulu and the mainland and on March 20th we received advices from Japan that the Japanese government had approved the permission granted to the Toyo Kisen Kaisha by the United States government for this service, so that Hawaii is now served by the following steamers: Manoa, Lurline, Admiral Wainwright, Venezuela, Ecuador, Colombia, Ventura, Sierra, Sonoma, China Nanking, Korea Maru, Siberia Maru, Shinyo Maru, Tenyo Maru, Persia Maru, Nippon Maru, Niagara and Makura.

A lady advertised for a man to work in her garden, and two men applied for the job.

While she was interviewing them on the lawn she noticed that her mother on the piazza was making signs to her to choose the shorter of the two men, which she finally

did. When the ladies were alone the daughter said:

"Why did you signal me to choose the shorter man, mother? The other one had a much better face."

"Face!" returned the old lady. "When you are picking out a man to work in your garden you want to go by his overalls. If they're patched on the knees, you want him; but if they're patched on the seat, you don't."

All restrictions as to interchange of passenger traffic between lines operating in the South and Southeastern states have been removed by order of the United States government. Heretofore, certain important lines such as the Louisville & Nashville and the Southern Ry., as a measure of protection to their respective "long hauls," refused to interchange traffic at certain intermediate junctions, but the United States government, in control of all railways in the United States, under its policy of utilizing railway facilities to their full value in these times of stress, has ordered entire elimination of the individual protective, and, perhaps, oppressive restrictions.—*Grand Trunk Bulletin*.

The Baltimore & Ohio has announced the following: By the order of the Director General of Railroads, effective Sunday, April 28, 1918, all through passenger trains of the Baltimore & Ohio Railroad, between New York, Philadelphia, Baltimore and Washington, in both directions, will depart from and arrive at the Pennsylvania Railroad Station, Seventh Avenue and 32d Street, New York City, as outlined below.

* * *

The former route of these trains, via Bound Brook and Central Railroad of New Jersey to the Jersey City Station of the New Jersey Central, will be discontinued.

It is announced that Canadian Pacific steamships on Alaska route leave Victoria 11 P. M. every Friday, June 7th to Sept. 20th, inclusive, Seattle and Vancouver following Saturdays leaving the latter port 9 P. M. and are due to reach Skagway the 4th day after departure from Vancouver. They will leave Skagway 7 P. M. the day following arrival and are due at Vancouver the 4th day after departure, making the round trip from Vancouver to Skagway and back in about nine days.

The following Pacific S. S. Co.—Alaska service—sailings from Seattle are announced:

For Southeastern Alaska—May 6, 10, 17, 22, 29; June 2, 10, 14, 22, 26; July 3, 8, 15, 20, 27; August 1, 8, 13, 20, 25; Sept. 1, 6, 13, 18, 25, 30.

For Southwestern Alaska—May 3, 12, 19, 27; June 4, 12, 20, 28; July 6, 13, 22, 30; August 5, 15, 23, 29; Sept. 8, 22, 26.

The following Peninsular & Occidental S. S. service change in schedule are announced by that line:

Leave Port Tampa Sundays and Thursdays 9 P. M., arrive Key West following day 2 P. M. and leave 9:30 P. M., arriving Havana Tuesdays and Saturdays 5:30 A. M. Leave Havana Tuesdays and Saturdays 9:30 A. M., arrive Key West same day 5:30 P. M. and leave 9 P. M., arriving Port Tampa following day 2 P. M.

Miss Phoebe Snow

Henceforth must go
Unheralded to Buffalo;

The pomes that True-
Sdale wrote for you

Have been kiboshed
By McAdoo.

—*Chicago Examiner.*

"Do yew know the summer feelin'?"

If yew don't, then steal away
Where the silence of the woodlan'
Echoes back the taut line's swish;
Let yewr heart beat tur the music,
Let yewr loosened fancies play,
An' loaf an' loiter by the crick,
An' fish an' fish an' fish."

—*Joe Cone*

A man must toil along and walk or climb.

True industry the pennant always grabs.

You can't make footprints in the sands of
time

By riding 'round the town in taxicabs.

—*Washington Star.*

An old negro, riding on the train, fell asleep with his mouth wide open. A mischievous drummer came along and, having a convenient capsule of quinine in his pocket, uncorked it and sifted the bitter dose well into the old negro's mouth at the root of his tongue. Soon the darky awoke and became much disturbed. He called for the conductor and asked:

"Boss, is dere a doctor on dis here train?"

"I don't know," said the conductor. "Are you sick?"

"Yes, suh, I sho' is sick."

"What is the matter with you?"

"I dunno, suh, but it tastes like I busted my gall."

—*Exchange.*

Jake Jackson, a native of Georgia, was summoned to court on an assault charge. The state brought into court the weapons used—a huge pole, a dagger, a pair of shears, a saw and a gun. Jackson's counsel produced as the complainant's weapons an ax, a shovel, a scythe, a hoe and a pair of tongs. The jury was out but a short while and returned with this verdict: "Resolved, That we, the jury, would have given five dollars to see the fight."—*Erie Circular.*

In a newly mustered Irish regiment a conscientious lieutenant was haranging his men before starting for the front.

"It all depends on yez byes," he exhorted. "Will yez fight or will yez run?"

"We will!"

"Will what?"

"Will not!" responded the men with one accord.

"I knew yez would," said the satisfied officer proudly.—*Right Way Magazine.*

In an outlying district of the Sudan was stationed a telegraph clerk who found the desolation getting the better of his nerves and telegraphed to headquarters: "Can't stay here; am in danger of life; surrounded by lions, elephants and wolves."

The hard-hearted clerk at headquarters wired back: "There are no wolves in the Sudan."

The next day the desolate one replied: "Referring to my wire of the 16th, cancel wolves."—*Exchange.*

It was after a "flivver" had been bumped at an unguarded grade crossing that a somewhat battered individual presented himself at the company's office, looking for damages.

"But, my dear sir," argued the official who heard his story, "you haven't a scratch on you."

"Sure," answered the claimant, "but think of the mental anguish I suffered when I found there wasn't a scratch on me!"—*Nickel Plate Service News.*

Two negroes were bemoaning their hard luck, when one said: "Why, nigger, I am so unlucky dat if it was raining soup my plate would be turned upside down."

The other replied: "Dat's nothing compared wid my luck. Why, if it was raining money I'd be in jail."—*Right Way Magazine.*

The following item from *Boys' Life* may be a matter of professional interest to some agents when in doubt as to classification of baggage to be checked:

What is the difference between an elephant and a microbe?

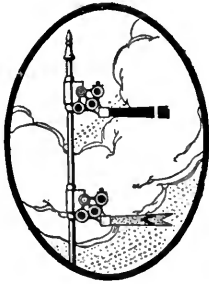
One carries a trunk, and the other the grip.

Pullman Porter (to aged man as train pulls into yards near depot): "Brush you off sir?"

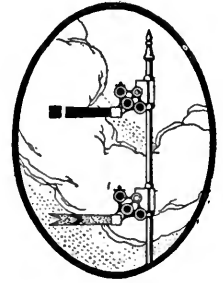
Aged man: "No—I'll get off the usual way."—*Clipped.*

The railroad man who indulges in either grouch or graft is a goner before he has begun.

—*Elbert Hubbard.*



SAFETY FIRST



Springfield Division

Safety Meeting—April 6, 1916

PRESENT:

Mr. J. W. Hevron, Superintendent.

Mr. M. L. Needham, Master Mechanic.

Mr. C. L. Zanies, Traveling Engineer.

Mr. S. C. Draper, Bridge and Building Supervisor.

Mr. W. A. Skinner, Division Storekeeper.

Mr. N. O. Fisher, Claim Agent.

Mr. W. A. Golze, Trainmaster, Visitor.

Mr. F. Walker, Trainmaster, Visitor.

Mr. P. J. Mallen, Chief Dispatcher, Visitor.

Mr. G. Baughman, Conductor, Visitor.

Mr. C. M. Shumaker, Conductor, Visitor.

MEETING CONVENED 9:30 A. M.

CLAIM DEPARTMENT STAFF MEETINGS

The minutes of the Claim Department staff meeting held in Chicago, Wednesday, March 20, 1918, were read and the various suggestions of the claim agents and others discussed at some length. It was the consensus of opinion that this was one of the most instructive reports we had ever had the pleasure of reviewing; concluding with Judge Fletcher's very timely remarks.

SPECIALIZING ON CERTAIN SUBJECTS

The Division Safety Committee, with the assistance of the sub-committees, decided to start a sixty day campaign on keeping standing cars clear of street crossings intersections, as this appears to be one of the principal contributing causes of the numerous crossing accidents. A committee will visit each town and, with the agent, will determine the proper clearance space at each crossing, and the station agent will be charged with the duty of keeping such space open of standing cars at all times.

Attention was called to the admirable results obtained by our concerted efforts in preventing automobile accidents during the year 1917 and it is thought as good results can be obtained by such an effort on this subject.

WEEKLY MEETINGS

It is customary on this Division to hold a meeting at 9 o'clock each Monday morning in the Superintendent's office with the Division staff, at which time all reports of accidents, personal injuries, engine failures and stock killed during the past week, are reviewed. The Claim Agent being a

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work for the roads, or for associations of carriers unless those associations are approved by the Director General, or for political purposes; also that no free transportation, unless expressly authorized by the Act to Regulate Commerce, is to be issued, and this order applies to all carriers under federal control whether interstate or intrastate; also that mileage books and passes in consideration of advertising is not to be permitted beyond the calendar year 1918.

By Order No. 7, of January 28, 1918, *demurrage* rules, regulations and charges, effective February 10, 1918, are revised, the new national car demurrage rules as so revised being set forth. Forty-eight hours free time is allowed for loading and unloading, and twenty-four for cars held for any other purpose permitted by the tariff. The average agreement is continued, but only as to cars held for unloading. Four instead of five days on which debits accrued under the average agreement are allowed. The demurrage rate is fixed at \$3 for each of the first four days after free time, \$6 for each of the next three days, and \$10 for each of the succeeding days. The bunching rule is reinstated with some changes. Exceptions are provided for in favor of cars loaded with live stock, empty cars placed for loading coal at mines, for export freight awaiting shipment at ports and for coal for transshipment at tidewater or lake ports.

By Order No. 8, of February 21, 1918, it is provided concerning *employment and conditions of labor in railway service*, that the acts of Congress to promote safety of employees and travelers must be observed; that while no fines are to be imposed on the roads, the persons responsible may be punished for willful and inexcusable violations; that when necessary, employees will be required to work reasonable amount of overtime; that pending action and report of the Railway Wage Commission, all requests involving revision of schedules of wages will be held in abeyance; that employees are to continue in their present duties; and that no discrimination is to be made between membership and non-membership in labor organizations.

By Order No. 9, of February 23, 1918, dealing with *salaries of officers* chargeable to operating expenses, it is provided that except when necessary, no additional office is to be created; that no vacancy in office if above the grade of General Manager is to be filled without approval of the Director General; that with reference to general officers and division officers receiving between \$3,000 and \$10,000, inclusive, monthly report shall be made to the Director General showing increases to fill vacancy and creation of new position; that when such officers receive more than \$10,000 a monthly report shall be made in duplicate, and one duplicate should be sent to the Regional Director and the other to the Director General. By Order No. 10, of March 14, 1918, it is required that an *inventory* of every carrier subject to federal control shall be commenced taking prior to May 1, 1918. By Order No. 11, of March 16, 1918, *universal interline waybilling* and standard forms are adopted for use between all points in the United States. By Order No. 12, of March 21, 1918, rules governing the matter of *charges to capital account* are provided. It is stated to be important from a financial standpoint to avoid necessity for rising new capital not absolutely necessary; that the construction of new lines or extensions are not to be entered upon without the Director General's approval; that no new locomotives or cars are to be ordered without his approval; that unfinished work is to be discontinued if it can be done without substantial loss, and certain limitations are fixed with respect to other charges to capital account.

By Order No. 13, of March 22, 1918, the memorandum of understanding between the Regional Directors and the *Brotherhoods* concerning the settlement of controversies by arbitration through a commission of eight, known as Railway Board of Adjustment No. 1, four to be selected by the Regional Directors and one each by the chief executive officer of the four organizations of em-

ployees, is approved by the Director General. By Order No. 14, of March 25, 1918, the *daylight saving* report submitted to the Director General by the Committee on Transportation of the American Railway Association is approved and all clocks and watches in the train dispatchers' office and all other offices must be advanced one hour at 2:00 A. M., Sunday, March 31, 1918; and by Order No. 15, of March 26, 1918, certain requirements are to be observed with respect to construction, maintenance, and operation of *new industry tracks* and in respect of the operation and maintenance of existing industry tracks.

Order No. 16, of March 28, 1918, deals with the *executive authority* as between the President and Chairmen of the Boards of Directors. It is ordered that: "The President of each Company shall be treated by the United States Railroad Administration as the Company's principal executive authority (subject to the Director General), in all matters of operation under federal control, and that the Chairmen of the Boards of Directors or of the committees thereof shall not exercise functions connected with the operation of the railroads under federal control." By Order No. 17, of April 3, 1918, new and separate *books of accounts* are to be opened for the purpose of recording transactions which arise and are incident to federal control on and after January 1, 1918, to be designated as "federal books" and the manner of keeping those books is provided for. Order No. 18 of April 9, 1918, deals with the venue of suits. See Claim Department Gleanings. By Order No. 19 the Director General has taken possession and control of certain steamship lines therein mentioned, and directed that until further order all officers and employees may continue in their present regular duties, reporting to the same officers as heretofore, and on the same terms of employment.

II.

COMMERCE DECISIONS.

1. JOINT RATES AND THROUGH ROUTES WITH WATER LINES.

—It was held in *Baltimore & Carolina S. S. Co. v. A. C. L. R. Co.*, 49 ICC 176, opinion by Chairman Hall, that the Commission has jurisdiction to establish through routes and maximum joint rates between steamship companies from and to Baltimore and points in North Carolina; that the limitation in Section 15 of the act that "in establishing such through routes the Commission shall not require any company without its consent to embrace in such routes substantially less than the entire length of its railroad" does not apply to through routes with water carriers, that the manifest intent of Congress was to encourage transportation by water, and that "under any other construction a port could be closed to through transportation by water and rail because it was not the terminus of the rail carrier."

2. AS ROADS ARE OPERATED UNDER UNIFIED NATIONAL CONTROL, COMPETITIVE CONDITIONS MAY NOT BE URGED FOR APPLYING LESS THAN FULL MAXIMA SCALES PRESCRIBED BY COMMISSION.

In his letter of April 24, 1918, to all parties to *Western Cement Rates*, ICC Docket 8182, Chairman Daniels of the Interstate Commerce Commission states that orders in this case authorized the application of a system of maximum rates based upon approved scales within the territories involved; that doubts have been expressed by various parties as to whether some of the carriers, for competitive reasons, may not establish and apply rates on cement less than the authorized maximum rates provided in the approved scales, and the Commissioner answers that the object of the investigation was to unify the existing cement rate structure, to effect a non-discriminatory adjustment, and at the same time not to increase or to lessen the aggregate net revenue of the carriers derived

from this traffic; that the scales prescribed as maxima were designed to effect these purposes, but that if particular carriers on important movements of cement from particular mills fail to establish the rates prescribed as maxima, the purpose of the investigation will be but imperfectly realized to the extent that an individual carrier voluntarily cutting under the authorized maxima scale rates fails to avail itself of the maxima prescribed; that it is the opinion of the Commission the carriers should in all cases persevere the scale rates prescribed as maxima, and the communication proceeds: "In the fixation of rates at the present time cognizance should be taken of the fact that for the present the transportation systems of the country are being operated under a unified and consolidated national control, and that considerations affecting a single carrier should be subordinated thereto. Competitive conditions which formerly might have been urged by a carrier as justification for establishing rates less than the maxima prescribed in this investigation do not today exist.

"Moreover, the extent to which the failure of a carrier to publish and collect the authorized maxima upon cement may be urged upon the Commission as ground for denying proposed increases upon cement, or upon other commodities for which the same carrier, along with others, may apply cannot be forecast, but the fact would naturally have to be taken into consideration should such a situation arise."

3. EMBARGOES IN INTEREST OF GENERAL PUBLIC. In *Union Hay Co. v. C. & N. W. R. Co.*, 48 ICC 691, complaint was made against demurrage charges which accrued subsequent to dates shipments had been ordered reconsigned, notwithstanding the existence of embargoes, the Commission held: "Federal embargoes are declared in the interest of the general public and must be observed. By observing them the carrier incurs no liability to the shipper whose goods are embargoed. We find that the charges collected were lawful."

4. OLD RAILS AND NEW RAILS—SAME RATE. "Old rails are of considerably less value than new rails, and their value varies with their condition. We have repeatedly declined to sanction the principle that old or second hand articles are necessarily entitled to lower rates than the same articles when new, or that value is the controlling element in rate making. *Minneapolis Traffic Asso. v. C. & N. W. Ry. Co.*, 23 ICC 432; *Industrial Traffic Asso. v. N. Y. C. & H. R. R. Co.*, 37 ICC 607. On the other hand, no sufficient reason has been suggested which would justify the maintenance of a higher rate on old rails than on new rails from Pittsburgh to Huntington. Certainly the manner in which such a rate situation was established can have no bearing on the propriety of the adjustment." (*West Virginia Rail Co. v. P. C. C. & St. L. R. Co.*, 48 ICC 675).

5. SAME RATE ON DIFFERENT KINDS OF LUMBER. In *Honaker Lumber Co. v. N. & W. R. Co.*, 48 ICC 716, opinion by Commissioner Daniels, rates from points in Virginia to West Virginia, Pennsylvania and other states were found unreasonable and unjustly discriminatory to the extent the rates on lumber other than oak, spruce, and hemlock exceeded the rates on these three kinds.

6. PEDDLER CAR SERVICE. In *Swift & Co. vs. P. C. C. & St. L. Ry. Co.*, 48 ICC 523, the carriers' failure to provide peddler car service on fresh meats, packing house products and other articles shipped by packing houses in less than carloads from Chicago and East St. Louis to certain destinations in C. F. A. territory was found to be unreasonable, the Commission stating that the use of peddler cars in the distribution of such freight has become a well settled practice in various sections of the United States; that the service is accorded on substantially all lines in Central Freight Association territory, and the conclusion reached was that the carriers should provide such transportation in

peddler cars "refrigerated by the shipper or at his expense, from and to the points concerned, at charges not in excess of those accruing at the actual weight of each consignment at the established less than carload rate applicable to the particular commodity from point of origin to the destination of the consignment, subject to a minimum revenue for each car equivalent to the charges on 20,000 pounds at the carload rate on dressed beef, from the point of origin to the destination taking the highest rate." (Commissioners Harlan and Daniels dissenting.)

7. WHEN CARRIER'S LIABILITY IS THAT OF WAREHOUSEMAN ONLY, GOVERNED BY FEDERAL AND NOT STATE LAW. A large quantity of reconsigned copper it was alleged was lost through the negligence of the Wabash Railroad while the car containing the same was in its custody in St. Louis, Mo. The railroad denied that copper was lost, if lost at all, because of any fault upon its part; that it notified the consignee of the receipt of the shipment and thereafter held the car as a warehouseman only, and not as a common carrier. The Master in Chancery in the Wabash foreclosure proceedings found that under the bill of lading and tariff filed with the Interstate Commerce Commission the tender of the car effected a delivery to the consignee and relieved the railroad of any further liability as a common carrier for the copper. Exceptions to the findings and report were overruled and the petition dismissed by the District Court. Upon appeal the Circuit Court of Appeals (*United Metals Selling Co. vs. Pryor*, 243 Fed. 91), directed attention to the provisions in the bill of lading that property not removed within 48 hours after notice of arrival may be kept in the car, etc., subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, etc., and that by the tariff it was provided when delivery of cars consigned for order of private industrial spur tracks cannot be made on account of the inability of the consignee to receive them, delivery will be considered to have been made when the cars are tendered, etc.; that consignee paid demurrage charges for four days detention succeeding the 48 hours after notice; that under Section 1 of the act to regulate commerce "transportation" embraces storage; that by Section 6 it is provided the charges therefor must be published, etc., that the bill of lading provides in accordance with the provisions of the act that every service to be performed hereunder shall be subject to all conditions contained in the bill of lading, among which is the express condition that the liability of the Wabash shall be that of a warehouseman only if the property is not removed from its tracks within the 48-hour period for unloading after notice of arrival; that under *Southern Ry. v. Prescott*, 240 U. S. 632, it must be held that the liability of the Wabash under the agreed facts was that of a warehouseman only; that the railroad under the circumstances stated was liable "only in case of negligence"; that the "plaintiff asserting negligence had the burden of establishing it"; that there was no evidence that the car or the seals were insufficient or defective in any respect; and the inference that the seal was broken and the copper stolen was not sufficient to warrant a finding that the copper was lost because of any negligence or want of ordinary care upon the part of the railroad as warehouseman; and it was further held that the liability of a railroad subject to the Interstate Commerce Act, on a contract with an interstate shipper, is not governed by State law, but is a Federal question governed by uniform rule.

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The Claims Committee Work

MR. H. B. HULL, Chairman of the Claims Committee, gave his views in regard to the use which should be made of the reports of the Claims Committee in a letter addressed to General Superintendent A. H. Egan, which was read at the Freight Service Meeting held at Memphis, the 9th ult. Mr. Hull's letter follows:

"In my opinion, freight should be handled in the same painstaking and careful manner that Company cash is handled, because it represents cash. An Agent of the Company would not think of accepting a pile of money from a patron without very carefully counting it, nor would he pay out a pile of money without carefully counting it. It is equally important to carefully check the freight when received and to carefully check it again when delivered, because it represents the equivalent of cash. Of course, this is elementary in a way, but it is the foundation upon which freight must be handled if claims are to be eliminated.

"The Company is in business for the purpose of carrying freight and passengers, and principally freight. If some employes are so careless and so negligent as to damage the freight entrusted to the Company, and are imbued with the idea that it is very much more important to get a train over the railroad on time than it is to transport the freight in safety, they have an incorrect idea of the most essential thing which furnishes them with their jobs. The carelessness of a train crew in handling freight may cost the Company more than the net returns from running the train. In that situation, the train is run at a loss and the employes responsible for the rough handling are a real detriment to the Company.

"I think the majority of our employes are painstaking and careful in the handling of freight and that the great amount of loss and damage to freight can be traced to comparatively few of them, and these are the ones who require the strictest supervision. There is lost motion in constantly drilling the majority who are careful and painstaking. They should receive compliments instead of criticism. The weak spots should be found and the careless employes should be located, and upon these the guns of supervision should be trained until the weak spots are eliminated and the careless employes become transformed into careful employes. It serves no purpose to deal in generalities about this matter of loss and damage to freight. Effective work can be done only by locating the places and the persons responsible for loss and damage and applying the corrective measures to them. You will perhaps find that a half dozen places on the Y. & M. V. are responsible for a large majority of the station difficulties, and you may find that only one train crew out of ten is responsible for rough handling in transit. Time and effort should be spent freely in the location of these places and these men. After they have become known, the remedy ought to be applied without much difficulty.

"The Claims Committee is sending out weekly reports of concrete cases. These reports should enable you to locate some of the weak spots and some of the careless employes, but the efforts of the Committee will prove entirely futile unless the division officers and the employes use the reports constantly and effectively. It is generally understood that improvement can come only from the activities of division officers and the loyalty and competency of the men."

BUY WAR SAVINGS STAMPS

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Chicago Terminal

During March the following gatekeepers lifted commutation tickets, account being in improper hands:

Freda Gross, Bertha Johnson, Eleanor Jacobs, Hester Sullivan, J. F. Powers.

Conductor R. W. Gums, on train No. 243, March 3 lifted employe's suburban pass, account not being good for passage in territory presented.

Illinois Division

Conductor F. A. Hitz, on train No. 18 March 5 and train No. 17 March 19, lifted annual passes, account having expired and collected cash fares.

Conductor D. S. Wiegel, on train No. 23 March 22, declined to honor local ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

St. Louis Division

Conductor W. C. Walkup, on train No. 208 March 5 and March 24, lifted annual passes, account having expired and collected cash fares.

Conductor C. T. Harris, on train No. 305 March 18, declined to honor card ticket, account having expired and collected cash fare.

Conductor A. N. Wakefield, on train No. 22 March 20, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Kentucky Division

Conductor M. Holehan on train No. 103 March 16 declined to honor mileage book account having expired and collected cash fare.

Conductor M. J. Kierce on train No. 302 March 20, lifted employe's trip pass, account having expired and collected cash fare.

Mississippi Division

Conductor F. J. Hines, on train No. 24 March 2, declined to honor mileage book, account having expired and collected cash fare.

Louisiana Division

Conductor M. Kennedy, on train No. 314

March 1, lifted mileage book, account being in improper hands and collected cash fare.

On train No. 314 March 29 he declined to honor mileage book, account having expired and collected cash fare.

Conductor E. S. Sharp, on train No. 33 March 2, declined to honor card ticket, account having expired and collected cash fare.

On train No. 331 March 14 he declined to honor mileage book, account having expired and collected cash fare.

Conductor R. E. McInturff, on train No. 23 March 10, declined to honor card ticket, account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

On train No. 23 March 12 he lifted identification slip Form 1572, account passenger not being provided with pass and collected cash fare.

On train No. 24 March 22 he lifted mileage book, account being in improper hands and collected cash fare.

Conductor L. E. Barnes on train No. 34 March 18 lifted mileage book, account being in improper hands and collected cash fare.

On train No. 1 March 23 he declined to honor mileage book, account having expired and collected cash fare.

Conductor J. A. Fulmer, on train No. 2 March 27, declined to honor mileage book, account having expired and collected cash fare.

Memphis Division

J. S. Lee, on train No. 404 March 15, lifted time pass, account passengers not being provided with proper identification slip and collected cash fares.

Conductor J. R. Hoke, on train No. 113 March 28, lifted mileage book, account being in improper hands and collected cash fare.

Vicksburg Division

Conductor W. A. Ingram, on train No. 114 March 10, lifted mileage book, account being in improper hands and collected cash fare.

New Orleans Division

Conductor S. K. White, on train No. 12 March 18, declined to honor mileage book, account having expired and collected cash fare.

On train No. 15 March 20 he lifted banana messenger's ticket, account having expired and collected cash fare.

Illinois Division

Conductor J. P. Leuck has been commend-

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ed for discovering and reporting 100235 with-out initials stenciled on same. Arrangements were made to correct same.

Brakeman J. F. Page has been commended for discovering and reporting broken rail in south end of track No. 3, Champaign Yard, April 7. Arrangements were made to have repairs made, thereby preventing possible accident.

Conductor J. McNich, train 25, April 19, has been commended for discovering and reporting to the agent at Gilman horse with foot through car door. The agent arranged to have the horse released, thereby preventing possible injury.

Brakeman Pnowski has been commended for discovering two packages of express at Gilman, Ill., March 16, and reporting same to the agent, who had the express brought to the express company.

Conductor Kykendall has been commended for discovering and reporting car improperly stencilled. Arrangements were made to correct same.

Conductor Charles Squires has been commended for discovering and reporting Southern 122402 improperly stencilled. Arrangements were made to correct same.

Brakeman F. M. McQuiston has been commended for discovering and reporting brake beam down on A. T. & S. F. 34276 at Monee, Extra 1632, February 16. Brake beam was removed, thereby preventing possible accident.

Mr. W. A. Shaver has been commended for taking train No. 520 out of Blue Island, March 24, account of fireman failing to report, and firing engine at Station stops and bringing train as far as Burnside, thereby preventing delay.

Switchman Martin has been commended for discovering and reporting brake beam down on A. T. & S. F. 23028. Arrangements were made to have brake beam removed, thereby preventing possible accident.

Car Repairers Joseph Baughn and John Fracher have been commended for discovering and reporting 10 inches of rail broken out of south bound track at Gilman. Arrangements were made to repair same, thereby preventing possible accident.

Brakeman E. Metzger has been commended for discovering and reporting N. Y. N. H. & H. 86476 with roof blown off.

Brakeman J. E. Wooton has been commended for firing engine on train No. 64, Gilman to Kankakee, February 22, thereby preventing delay to train.

Engineer B. McPhee, Burnside, Ill., has been commended for discovering and reporting broken rail at Burnside, while in charge of engine 1728, south bound, March 3. This action undoubtedly prevented accident.

Conductor A. E. Burke and Flagman W. B. Brown have been commended for discov-

ering and reporting broken rail north of Edgewood, extra 1690 south, March 18, and flagging extra 1677 south. Dispatcher operated No. 21 over the northbound track from Mason. This action undoubtedly prevented possible accident.

Indiana Division

Conductor E. W. Bromley, train No. 201, April 25, has been commended for refusing to honor expired card ticket, collected cash fare, and referred passenger to the General Passenger Agent for refund.

Springfield Division

Signal Maintainer A. H. Roberts, Litchfield, Ill., has been commended for discovering fire in a clover field about one mile south of Divernon and obtaining section men at Divernon to put fire out, thereby saving about eight acres of clover.

Guy Baughman, I. A. Westlake and J. W. Slaughter, crew in charge of extra 1671, February 7, have been commended for discovering and reporting arch bar broken on C. J. 624, while inspecting train at Mt. Pulaski. Arrangements were made to repair car, thereby preventing possible accident.

Section Foreman John Pyatt, Vera, Ill., has been commended for discovering arch bar broken on S. R. L. 7008, in charge of Conductor Gano, April 20, passing through Vera, and arranging to have train stopped and car with the broken arch bar set out, thereby preventing possible accident.

Switchman J. R. Williams, Decatur, Ill., has been commended for discovering broken arch bar on C. G. W. 62297, train 184, in charge of Conductor Baughman, passing through Decatur March 29, and stopping train in order that arch bar might be removed, thereby preventing possible accident.

Agent F. P. Simcox and Section Foreman Lewis G. Beck, Ramsey, Ill., have been commended for discovering car in extra 1538, south, March 23, set out at Ramsey, car with broken brass and putting in new brass in order that car could go forward to destination. This action prevented delay.

Passenger Flagman A. B. Thierry, Freeport, Ill., train 124, engine 1012, February 5, has been commended for discovering and reporting equalizer broken on coach 2004, two miles north of Assumption. Car was set out at Radford, thereby preventing possible accident.

Brakeman K. G. Morris, Rantoul, Ill., has been commended for discovering defective axle on Erie 11772, March 1, at Rantoul. Necessary action was taken to have repairs made, thereby preventing possible accident.

Crossing Flagman Roy W. Johnson, Assumption, Ill., has been commended for interest displayed in trying to prevent accidents to automobiles at crossings by canvassing each automobile owner in Assumption.

Minnesota Division

Mr. M. Stoeffel has been commended for

discovering and reporting defective switch at East Cabin April 2, and flagging No. 12. This action undoubtedly prevented an accident.

Section Foreman Harry Kirkpatrick has been commended for discovering and reporting brake beam dragging on train 553 at Glenville, February 28. Train was stopped and obstruction removed, thereby preventing possible accident.

Mr. L. Henning, Galena, Ill., has been commended for discovering and reporting four inches of rail broken out of joint near Green Street Crossing. Section Foreman was notified and necessary repairs made, thereby preventing possible accident.

Station Helper F. S. Chaffee, Nora, has been commended for discovering and reporting broken arch bar on C. & E. I. 1547, train 60, March 25, passing Nora. Train was stopped and obstruction removed, thereby preventing possible accident.

DIVISION NEWS.

The members of Waterloo Division of O. R. C., wish to extend their appreciation and thanks to the officials of the Minnesota and Iowa Divisions for the kindness they extended to us in furnishing a special train for the funeral of our late brother, E. O. Haven. Also wish to thank the men who volunteered their services at this time and the friends and neighbors who so kindly assisted with

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Pat.
June 8,
1915



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Made

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there is
some-
thing
**Lots
Better**

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confuse

The Patented "Sensible"

with the common
one-piece overall
Suit! Good dealers
have them or can
get them for you.

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Write for descrip-
tive circular.

**JOHNSTON & LARIMER
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Patented but-
ton-down skirt
showing neat
jacket effect.



Skirt up show-
ing suspenders
which are at-
tached to back
of jacket.



Showing the
convenient drop
seat arrange-
ment.

"SENSIBLE"
COMBINATION WORK SUIT

OLD KENTUCKY, HOME GROWN, NATURAL LEAF TOBACCO
—In Hands

Cool, Sweet, Juicy, Mellow and Mild—THE IDEAL TOBACCO—
The Kind All Real Tobacco Users Like

Orlie Nimmo, Camp Lee, Medical Department, Petersburg, Va., says: "Please ship me five pounds of Old Home Spun. I had rather have your Tobacco than all the manufactured tobacco in the world."

If you will try my OLD KENTUCKY HOME SPUN you will be pleased and will write a testimonial equal to the above. Kentucky has the best. Specially selected from my own crop. One pound, 60 cents; five or more pounds, 50 cents per pound. Small sample, 25 cents.

RUBLE McNEILL, Boaz, Kentucky

their automobiles at Waterloo and Charles City.

William Riedell, C. C.

L. L. Cooling, Secretary.

General Office

Dr. Henry Kruse, of the Illinois Central Hospital, who has been commissioned 1st lieutenant in the M. O. T. C. Department, left for Ft. Riley, Kansas.

Miss Alice Haines, formerly nurse at the Illinois Central Hospital, is doing Red Cross work at Fort Riley, Kansas.

Misses Grace and Lila Stigletts, nurses at the Illinois Central Hospital, are spending their vacation in and around Milwaukee.

Minnesota Division

Indications are that Minnesota Division employes are subscribing liberally to the Third Liberty Loan.

Traveling Auditor A. F. Cox, of Chicago, is in Dubuque this week, checking division accounts.

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"Bill" McFarlane, file clerk in superintendent's office, recently took a trip to Chicago. Incidentally, he heard one of "Billy" Sunday's famous lectures.

Miss Hilda Schwartz, assistant tonnage clerk, visited friends in Des Moines, April 21st.

"Bud" Le Van, of the freight house force at Dubuque, is wearing a pleased expression and announces the arrival of a boy.

Sergeant W. J. Heckman, of the Officers' Training Camp at Camp Dodge, is in Dubuque on a ten day furlough.

Word is received that P. J. Ryan, formerly of the division offices at Dubuque, is now on his way to France.

Miss Esther McLaughlin, train master's clerk, visited friends at Camp Grant recently.

"Mike" Oster is again back at his desk, after temporarily filling position of assistant chief clerk to general superintendent at Waterloo.

F. J. Permantier, private secretary to general superintendent at Waterloo, has been called to his home in Dubuque, account serious illness of his father.

Division Accountant J. C. Neft was called to Fort Dodge, April 5th, to assist in getting out the accounts of the Iowa Division due to the illness of Accountant Williams and his first assistant, Mr. Porter.

Mr. N. A. Howell, who was called to his home at Belzoni, Miss., for military service, is succeeded as instrumentman by Mr. H. E. Shelton, of the Adjutant School, Columbus, Ohio. Mr. Shelton is on the inactive officers' reserve corps of the Signal Department.

Several of the office force at Dubuque are in receipt of letters and cards from E. J. Riley, who is now located at Ft. Slocum, New York. "Ed" writes that he is now as competent in handling a gun as he was a typewriter in the "old days."

Private T. J. Ahern, of the 36th Railway Engineers, Camp Grant, Rockford, Ill., visited in Dubuque for several days during the early part of this month.

Miss Gertrude McCaffrey, telephone operator, was compelled to be off duty last week on account of illness. We are glad to see her back at her work again.

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Indiana Division

The various committees appointed in the Third Liberty Loan Campaign are sending in favorable reports each day.

Quite a few members of our office force were compelled to be off duty several days this month, being ill with la grippe.

F. E. Martin, of the Accounting Department, has accepted a position in Valuation Engineer D. J. Brumley's office, Chicago.

Joe Edington, who has been clerk to Supervisor J. L. Pifer at Bloomington, Ind., for some time, has been made clerk to Supervisor B. & B., J. J. Sekinger, at Mattoon, taking the place made vacant by Elmer Kissinger.

The new dispatchers' telephone circuit on Indianapolis district has been completed and put in service.

Conductor C. A. Richmond has returned to work after several days' sickness.

Conductor E. W. Bromley is contemplating a trip to St. Petersburg, Fla.

Brakeman L. Alsop is in the Illinois Central Hospital at Chicago to undergo an operation.

Brakeman E. L. Kirkpatrick left a few days ago to go in training at Ft. Dupont, Delaware.

Extra Operator H. W. Hillis has been transferred temporarily to Illinois Division at Champaign.

C. R. Woods, assistant accountant in Master Mechanic's Office, left for Camp Taylor on Feb. 23d for service in United

States Army. His position has been filled by M. R. Crane.

Clare Tower has accepted position as clerk in Master Mechanic's Office.

Clarence Rice, time keeper in Car Department, Mattoon, left for a few days' visit in Indianapolis.

J. N. Hardwick, accountant in office of Division Storekeeper, spent two days visiting in Chicago.

J. Wallace was transferred from day oil house man to general stock keeper at Mattoon; I. K. Walton transferred from Car Department stock keeper to day oil house man; H. Lidster transferred from general stock keeper to pipe fitter; D. Dawson transferred from day oil house man to stock keeper, Indianapolis.

A. J. Shedelbower, stock keeper at Indianapolis, has gone to Great Lakes Naval Training Station for service.

Ross Mading, chief clerk to general foreman at Indianapolis, has gone to Great Lakes Training Station for service; M. Shatz has been transferred to Indianapolis from Palestine as chief clerk to fill position made vacant by Mr. Mading.

S. G. Slater has accepted position at Palestine as stock keeper.

A. F. Buckton, chief clerk to master mechanic, attended meeting in General Superintendent Motive Power's Office April 18 and 19, all chief clerks to master mechanic being present, and reports a very beneficial meeting.

The members of the Illinois Central Social Fund Club, of the Indianapolis local freight office, entertained with a Liberty Day celebration, on the eve of April 6th, with the following program:

Song, "America"—Everybody.
Song, "Somewhere A Voice Is Calling"—Mrs. C. R. Pleasants.

Sketch, "The Spirit of '76"—Mrs. Robert Morse and Mrs. Edward Files.
Dancing, Virginia Reel—Everybody.
Waltz.

Reading, "The Kaiser Will Get You if You Don't Watch Out"—Miss Margaret Comora.

Songs, "Keep the Home Fires Burning," "Spring's Awakening"—Mrs. J. B. Reese.
Violin Solo—Mr. Herbert Elsnor.

Song, "On the Road to Home, Sweet Home"—Miss Susan Glidden and Miss Geneva Robbins.

Musical Monologue—Mrs. Robert Morse.

The following verses, composed by Mr. B. W. Fredenburg, commercial agent, contain the names of the employes of the Indianapolis local office, and was read by the composer:

The A B C of the I. C.

The Government has got us
And while we still work for the I. C.

Uncle Sam takes the money
To send our boys across the sea.

While some of us may BUCK the game
And hang up the receiver,
The majority will go to it
And work like MISS BEAVER.

COMSTOCK is not yet old
And inclined to hang on,
But Miss CLIFFORD seems to think
The draft may get JOE CANNON.

FOLEY is a good name
For either clerk or vice president,
And GOBLE keeps a tab on both,
Especially the resident.

As the war is in France
HOFFNER won't have to go,
But HOLLAND is neutral
So the sauerkraut will still grow.

WALTER says "All HAEHL to the King"
May be never grow less,
But adds, "Drop it gently"
So it won't break the GLASS.

In the rush of the battle,
Mike GUYON says "The allies are winning,"

But he thinks some of the boys
Appear too anxious about Miss IRRGANG.

O'CONNELL is quoting rates,
Day after day,
And Thompson is so busy
He can't have much to say.

There's others who also work
PULLMAN is one of the flock
Who cannot be stopped
Anymore than Miss POLLOCK.

Rinehart says ROUSE
Is German for Skidoo,
While Robbins says if Spring doesn't come
She will think so too.

The French are crying,
"Give ze German some MORRE,
While Miss Woodall sits back
And says "Do not worry."

Now that this list is near over
And the S S S's are reached,
The Schmolls grow bigger
And the SPARKS give the heat.

There is one Miss STONE,
She is needed they say,
To see that the WALL of the Freight
House
Doesn't ever give way.

Now just one more verse
It's the last one to say.
PLEASANT wish for ROTH, O'DELL
and WARD

On this, our LIBERTY DAY.

The out of town guests were Superintendent Roth, wife and son Harry, Mr. P. E. O'Dell, trainmaster and wife, Agent Pleasants and wife, of Bloomington, Ind., Miss Eugenia Pleasants and Miss Margaret Lanham, of the Bloomington local office.

Short talks on the Indiana Division were given by Mr. Roth, Mr. O'Dell, Mr. Pleasants and Mr. Ward.

Springfield Division

Clinton Shops absence from the columns of the magazine has been due to the fact of its being in the hands of the building contractors for the past six months. We are now beginning to see daylight (6:00 A. M.).

The contractors have just completed the last section of a twenty-one stall roundhouse. Same has been practically out of service during the hardest part of this past (SOME) winter. The pits in the new section are modern in every respect, the heating arrangement is first class, as is the drainage. There is plenty of length and room, which fact is appreciated by all employes.

The contractors are now working on the building of a new power plant, which will contain five new boilers, a new air compressor, new ash conveyor, 250-foot con-

crete smokestack (which is rather high for Clinton).

The master mechanic and division storekeeper are now in new office building. Other new buildings have been erected for the offices of the general foreman, car foreman and roundhouse foremen. Have new paint shop, expect to operate a new coal chute within the next 60 days; this will mean the removal of an old landmark from Clinton, that is, the old wooden structure which has been in use at this point for years. It is the intention to reconstruct the erecting, boiler and machine shops, and when same is completed it will make Clinton shops very modern in every respect.

Just an echo of January 13th, 14th, 15th and 16th, 1918. (Forty-two engines outside in the bitter cold, fired up and not one LOST.) A record we all feel proud of.

We have been favored with a large number of former employes, who are now in the service of our UNCLE SAM, at the various camps over the country, all former residents of Clinton, and all expecting to leave for "Over There" in the very near future. "Here's to you, boys; may you whip the Kaiser, and soon return to the U. S. A."

If the writer is not removed from service for giving all of the above information concerning Clinton he may give you another edition for the next issue.



A View in Ideal Park, Endicott, N. Y.

ENDICOTT, JOHNSON & COMPANY

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and Leather Shoes

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Illinois Central Magazine



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June 1918

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Mayer Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

Mayer Honorbilt CUSHION SHOES

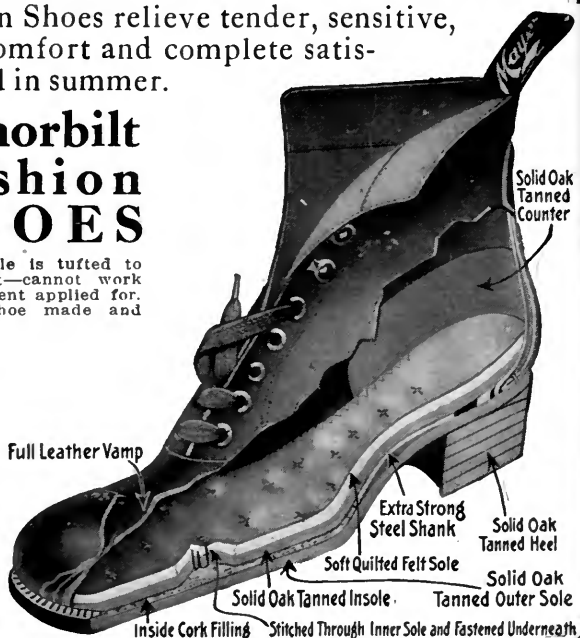
Note substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up-to-date in style.



CAUTION—Be sure to get the genuine Mayer Honorbilt Cushion Shoe—look for the name Mayer and trademark stamped in the sole.

We make Honorbilt Shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

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The new form of "DISC" glass is unbreakable so far as human agency can provide. Danger to enginemen and delays to trains, resulting from breakage, has been practically eliminated.

Every lubricator conforms to our high standard of material and workmanship and is subjected to tests of extreme severity before shipment.

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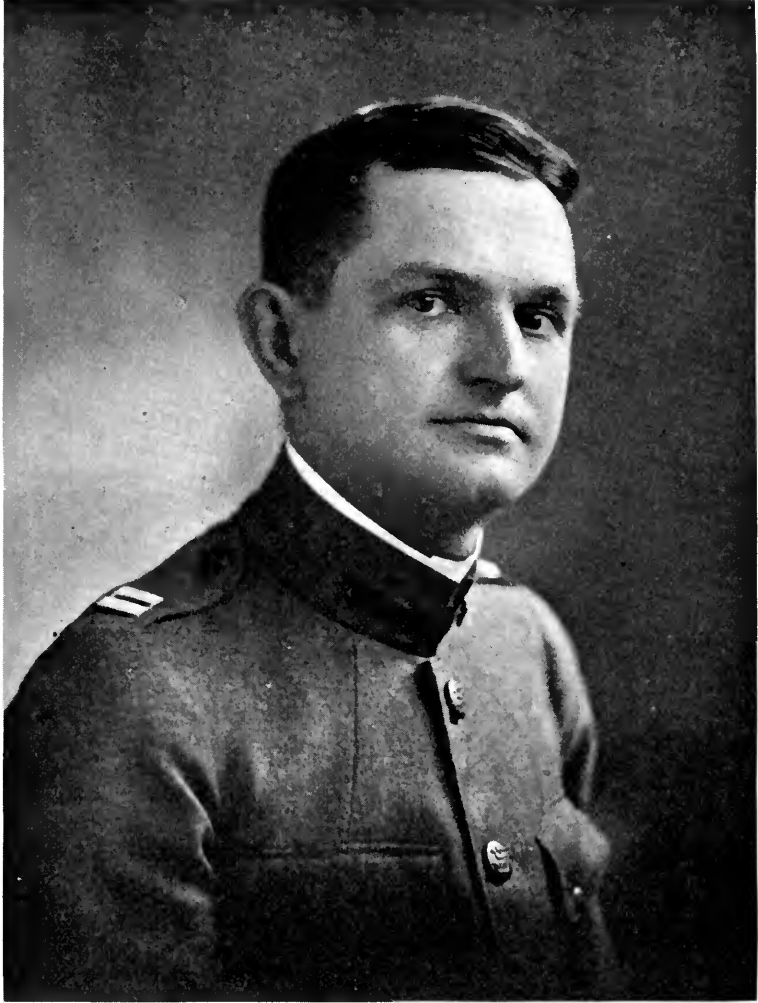
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... 15¢ per copy, \$1⁵⁰ per year ...



MAJOR W. G. ARN

MAJOR W. G. Arn was born February 7, 1877. Graduated at Rose Polytechnic Institute. Entered service of Illinois Central Railroad Company March 17, 1907, as Assistant Engineer of Construction, Birmingham Terminal. He had previously been in service of the Louisville & Nashville Railroad.

Since entering the service of this company he has been employed as follows:

- April 1, 1908, Assistant Engineer, Birmingham Division.
- August 1, 1909, Assistant Engineer, Construction Poydras Street Terminals, New Orleans, La.
- August 15, 1909, Assistant Engineer, Louisville, Ky., depot.
- June 1, 1910, Assistant Engineer, Chicago office.
- June 1, 1911, Division Engineer, B. & B. Department.
- February, 1912, Assistant Engineer Construction, Iowa Valuation.
- August, 1912, Resident Engineer, Memphis.
- July 17, 1916, Assistant Engineer Maintenance of Way.
- May 1, 1917, he was appointed Captain, 13th Regiment Engineers (Railway), and since reaching France has been promoted to major.

ILLINOIS CENTRAL Magazine

Vol. 7

JUNE, 1918

No. 12

The Celebrated James Case Reversed by the Mississippi Supreme Court

THE readers of the Illinois Central Magazine will recall the celebrated case of T. G. James against the Y. & M. V., which was tried in Tallahatchie County, Miss., in January, 1917, resulting in a verdict against the Company for the sum of \$100,000.00. It was the honest belief of the officers, engineers and attorneys of the Company that there was no real merit in this lawsuit. When he heard of the verdict, President Markham was so shocked that he wrote an open letter, reciting the real facts in the case and what took place at the trial. This letter was published in the newspapers of Tallahatchie County. Mr. James' son-in-law, Mr. H. L. Gary, replied to Mr. Markham on behalf of Mr. James, and injected the question of freight rates and other side issues into the controversy. A series of open letters by Mr. Markham and Mr. Gary immediately followed, and these letters were widely published in the Mississippi press. Thus the James case became noted.

The Railroad Company appealed from the judgment of the lower court to the supreme court of Mississippi, and there the case slumbered until May 13, 1918, when the supreme court handed down a written opinion completely reversing the judgment of the lower court and practically upholding the theories advanced by the Railroad Company in defense of the case. The text of the opinion of the supreme court follows:

"This is an appeal from a judgment

of the lower court for the sum of \$100,000.00 in favor of appellee and against appellant, for damages to his land and crops grown thereon, because of the obstruction by appellant of natural drains and surface water, resulting in an annual spring overflow by water of appellee's land.

"The declaration alleges, in substance, that appellee is the owner of a large and valuable plantation on the Tallahatchie River, about a mile and a half from appellant's roadbed, which roadbed obstructs the bayous, sloughs, etc., by which appellee's land is drained, and also obstructs the flow of surface water to such an extent that during the spring of each of the six years next preceding the filing of the declaration a large part of appellee's land was overflowed by water; that appellant can construct culverts and sluices under and through its roadbed at a reasonable expense, and with safety thereto, through which the water will flow in its accustomed direction and away from appellee's land, and damage thereto by the impounding of water thereon will be prevented. Appellant denies that its roadbed obstructs appellee's drainage, and the evidence relative thereto is conflicting.

"Appellee's evidence discloses no permanent damage to the land, but that its value, that is, the amount for which it will sell, has been reduced fifty per cent because of the obstruction of the drainage thereof by appellant's roadbed, appellee himself testifying in this connection that: 'If they

would take this water off of me I will make more money out of it in six years than I am asking for.'

"His claim for damages to the crops is not predicated upon destruction thereof or injury thereto by being flooded after they came into existence, but upon an alleged decrease in the yield thereof each season following an overflow of the land, caused by the fact that the crops could not be planted as early as they should have been, and the land was left in such condition that it could not be properly cultivated for that season.

"The evidence does not disclose the number of acres planted in either cotton or corn during any of the years in question, nor the extent of the damage to the latter, and the evidence of the extent of the damage to the cotton is a statement by appellee that 'I estimated that on the land that was overflowed I lost about one-fifth of a bale of cotton to the acre.'

"These crops were produced by both tenants and share-croppers, the latter being persons receiving for their labor one-half of the crops produced by them. The rent paid by these tenants was in some instances money, in others a fixed amount of cotton, and in others one-third of the crops produced. Appellee made no effort, but, on the contrary, admitted his inability to show what portion of the land was worked by tenants and what portion by share-croppers, and it does not appear whether he collected the rent due him or not, his claim for damages being predicated upon the mistaken theory that he is entitled to recover the damages sustained, not only by himself, but also by his tenants and share-croppers.

"The case was submitted to the jury on the theory that appellee is entitled to recover both the alleged decrease in the value of his land and the damage alleged to have been sustained by him because of the decrease in the yield of his crops, and by several rulings of the court below we are called upon to decide whether he can re-

cover on both of these claims for damages, and if not, whether he can recover on either and if so, on which one.

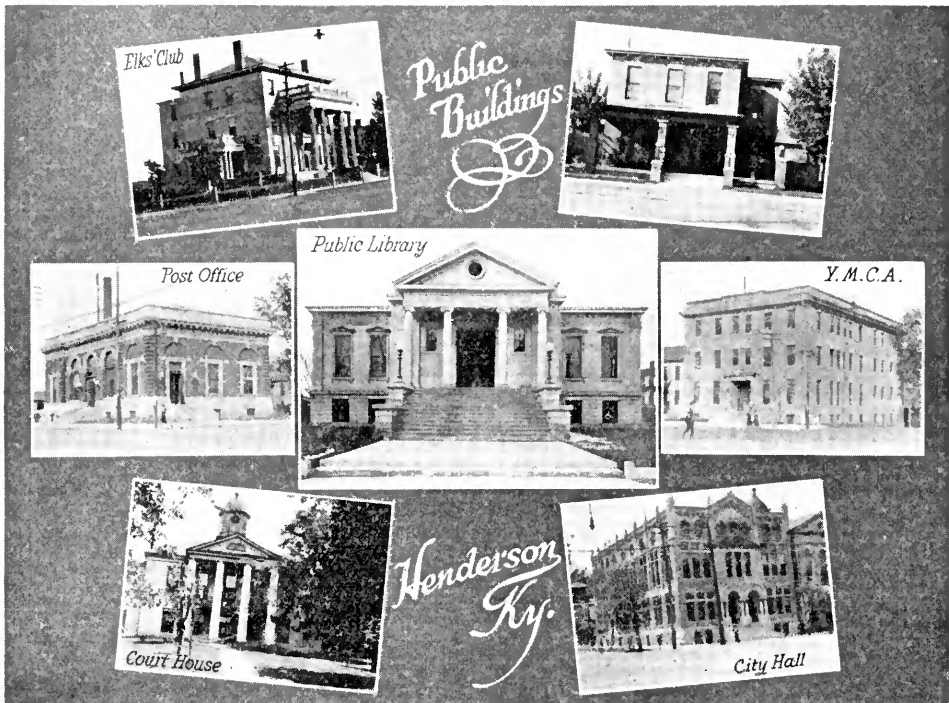
"Should the obstruction to appellee's drainage be removed so that the water will no longer be impounded upon his land, the value thereof prior to the time the drainage was obstructed will be restored, so that a recovery by him for the decrease in the value of his land caused by the obstruction of his drainage can be predicated only upon the theory that the obstruction is of a permanent character, from which it must follow that should he recover therefor appellant would have the right to permanently obstruct the drainage, in which event it would, of course, not be liable to appellee for any damage thereby inflicted upon his crops. A recovery by appellee from appellant for the decrease in the value of his land caused by the obstruction to his drainage would place the parties in the same situation they would have been had appellant purchased from appellee the right to obstruct his drainage, their relative rights in this respect being analogous to the rights of a plaintiff and defendant in action in trover for the conversion by the defendant of property belonging to the plaintiff, the title to which property will vest in the defendant on the payment by him to the appellant of the amount of the judgment rendered against him for the conversion. Since the payment by appellant to appellee of the decrease in the value of his land caused by the obstruction to his drainage would be the equivalent of the purchase by appellant from appellee at the time the drainage was obstructed of the right so to do, it necessarily follows that appellant will not, in that event be liable to appellee for any damage inflicted upon his crops by the obstruction to his drainage, so that appellee can recover, if at all, on one only of his claims for damages; that is, either for the decrease in the value of his land or for the decrease in the quantity of

crops raised thereon. *Railroad Co. vs. Miller*, 69 Miss., 760; *Cantrell vs. Lusk*, 113 Miss., 137; 4 *Sutherland on Damages*, Sec. 1047 (4th Ed.).

"In determining on which of these claims for damage appellee can recover, it must be borne in mind that the claim for damage to the land is not predicated upon any injury to the soil, but is simply that it will sell for less with than it would without the obstruction to its drainage. This decrease in the value of the land may, and, we must assume, will not be permanent, for the reason that appellee alleges and his evidence, if true, proves that the obstruction to his drainage can be easily removed by appellant at a moderate expense and with safety to its roadbed, and, as hereinbefore pointed out, if the obstruction to his drainage is removed the original value of the land will be restored, and the rule, supported by both reason and authority, is that under such circumstances damages cannot be assessed on the theory that the cause thereof will

permanently continue, but that successive actions must be brought, in so far as a recovery of damages is concerned, as such damages accrue. *Mississippi Mills vs. Smith*, 69 Miss., 308; *Nashville vs. Comer*, 88 Tenn., 826, 7 L. R. A., 465; *Bare vs. Hoffman*, 79 Pa. St. 71. Appellee's recovery, therefore, must be limited to the damage, if any, sustained by him to his crops, that being the only damage claimed other than the alleged decrease in the value of his land.

"Since it follows from the foregoing views that the judgment of the court below must be reversed, it will not be necessary for us to pass upon appellant's objection to the sufficiency of the evidence to enable the jury to ascertain whether or not the impounding of water upon appellee's land resulted in a decrease in the quantity of the crops raised thereon in each, or in any, of the years here in question, and if so, the extent of appellee's interest therein."





C. H. MARKHAM, RETIRING PRESIDENT.

The Resignation of Mr. Markham and the Appointment of Mr. Kittle

EARLY in January last Mr. Charles H. Markham was made Regional Director of the railroads under government control in the southern territory. He assumed his new duties promptly, carrying to their discharge the clear sighted policies that characterized his work as President of the Illinois Central Railroad Company. A new organization, adapted to the situation, was formed, which soon, in marked degree, enabled the southern lines to meet the stress of war conditions. The success of the work there done is conspicuous; the credit must in large measure be given to Mr. Markham—to his energies, power of organization and ability to accomplish his task.

But he was needed in other fields. The railroads operating through Philadelphia and Pittsburgh, it is reported, were still falling behind. The Director General, in consequence, created a new regional district, and called to its head the man who had so well succeeded with the southern lines. The compliment to Mr. Markham in being so chosen was great; but no greater than the merit of his work.

The employees of the Illinois Central Railroad Company, in all departments, rejoice in his success and its recognition. They know the man, and are not surprised. They remember the difficulties he shouldered when in 1911 he became this Company's President, and the wonderful growth in traffic; betterment of property conditions; general advancement, and in the closer and more cordial relation of all in its employ, which soon followed. They recognize that to him chiefly was the credit for a condition on this road that caused it to be singled out by Interstate Commerce Commissioner McChord, on the day of President Wilson's seizure of the railroads, as the only one operating in the middle west under normal conditions.

After these few years of successful operation and increasing friendly relations, every one interested in the welfare of this Company, whether as stockholder, officer, or employee, will regret that in meeting the government's call he found it necessary to resign the company's presidency. Few men have been so generally successful in the management of railroads under modern conditions—none have done better. He endeared himself to the members of his official family and all others under him by his uniform courtesy and fairness. He created a new esprit de corps which revealed itself in the greater loyalty to the company's interests in every department of the service. He was a capable and efficient executive—proven so by the record of work well done.



C. M. KITTLE, FEDERAL MANAGER.

THE following appointment as Federal Manager, for railroads named in the Southern Region, is hereby announced, effective June 8, 1918:

MR. C. M. KITTLE,
Illinois Central Railroad
Yazoo & Mississippi Valley Railroad
Gulf & Ship Island Railroad
Office, Chicago, Illinois.

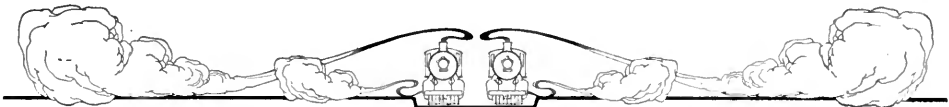
The Federal Manager will have jurisdiction over all departments on the railroads named, reporting to the Regional Director.

B. L. WINCHELL,
Regional Director.

Approved:

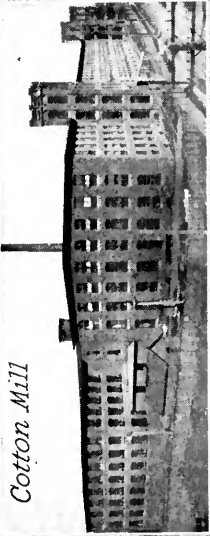
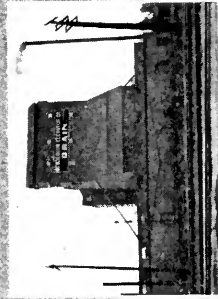
W. G. McADOO,
Director General of Railroads.

In accordance with the above announcement Mr. C. M. Kittle, who, since Mr Markham's appointment as Regional Director of Southern Railroads last January, has been Senior Vice-President, assumed charge as Federal Manager of the property on the 8th instant. Mr. Kittle's progress in the railroad world has been rapid and, as next in command to Mr. Markham, his appointment as Federal Manager, which is a popular one, was looked for and fulfills the expectation of those in position to know the character of his work.

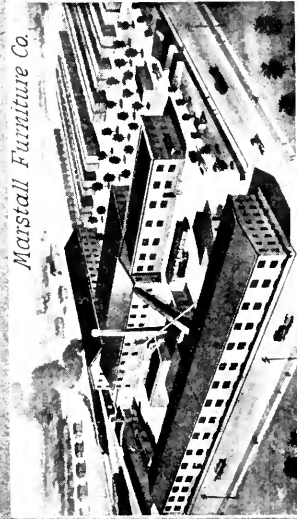




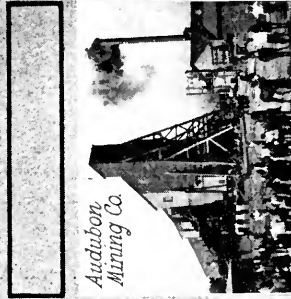
Heinz Pickle Works



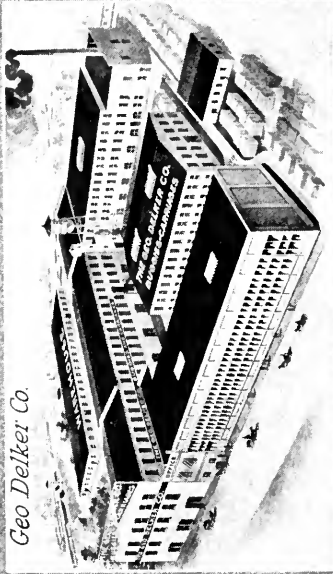
Cotton Mill



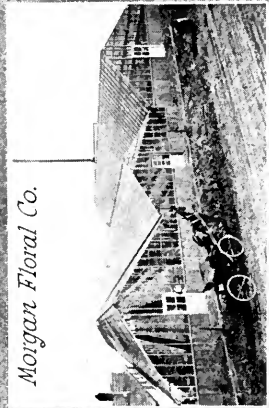
Marstall Furniture Co.



Audubon Mining Co.

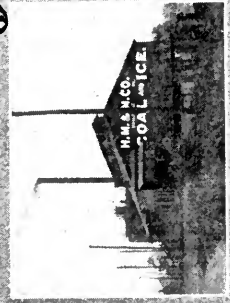


Geo Delker Co.



Morgan Floral Co.

Industries, Henderson Ky.



Box Factory



Eckert Meat Co.

Henderson, Kentucky

by Thomas P. Boone
Sec'y, Henderson Chamber of Commerce

HENDERSON is the capital of Henderson County, Kentucky, and it is a beautiful city of fifteen thousand (15,000) population, located on the south bank of the grand old Ohio River, in the Northwestern part of the state. The City of Henderson, topographically, is located near the center of the territory bounded by Chicago, St. Louis, Nashville and Louisville. Its location is high enough above the Ohio River so as to insure its being free from possibility of floods during high stage of the river. In fact, Henderson never suffers from flood conditions, and this can hardly be said of any other city along this famous stream.

Commercial Opportunities.

Henderson by reason of a great railroad bridge across the Ohio River is a gateway for millions of tons of freight destined to all parts of the country. Its transportation facilities include the Ohio River and three great railway systems, namely, Illinois Central, Louisville & Nashville, and Louisville, Henderson & St. Louis, known the world over as the "Henderson Route." The freight rates to and from Henderson make it an exceptional location for manufacturing plants, of which there are many, and of which further information is given below. A belt line around the City provides many splendid sites for manufacturing plants, thus reducing to a minimum switching charges for such industries.

Coal Mining.

There are three large producing coal mines located practically within the corporate limits of the City of Henderson, namely, The Audubon Mining Company, The Mid-West Fuel Company and Nicholson Mining & Manufacturing

Company, two of which are located upon railroad tracks, therefore coal in large quantities can be easily obtained for manufacturing plants, as well as domestic uses, and the coal from these mines shows a high test as steam producing coal. Few cities in the country are located in such a favorable way as this.

Manufacturing.

Henderson's manufacturing plants consist of the H. J. Heinz Food Packing plant, which is one of their largest branch plants, and it is growing steadily, and it gives fair promise of being one of the largest plants of this character in the United States, manufacturing a number of their famous "57" Varieties.

Delker Brothers Buggy Company, The Geo. Delker Co., and the John J. Delker Co., all manufacturing a high grade line of buggies and other vehicles. These companies manufacture more than fifteen (15%) per cent of the total buggies manufactured in the United States, giving employment to many men and women.

The Henderson Cotton Mills is a large institution employing nearly seven hundred (700) men, women and girls, and manufacturing a high grade line of cotton goods, and shipping to the various markets.

The Anderson Box and Basket Company has a rapidly growing business, manufacturing a splendid line of laundry and bread baskets, as well as a high grade line of boxes for other uses.

The Marstall Furniture Co. manufactures a fine line of furniture, which includes chiffoniers and chifforobes, and in normal times do an international business.

The Eckert Meat Packing Company is quite an institution. Their produc-

tion requiring the annual slaughter of many thousands of hogs and cattle. This concern not only supplies the local markets, but ships its products considerable distance in territory surrounding Henderson.

The American Nicotine Company located in Henderson uses a big supply of the tobacco stems and other tobacco by-products, from which they manufacture nicotine, which is used in various ways, including the spraying of fruit trees, and live stock as a remedy for insects, etc.

Klemyer & Klutey Brick and Tile

erate a branch buying office in Henderson. Another large mill is now in process of construction.

In addition to the above mentioned industries, Henderson has six big tobacco factories where the loose leaf tobacco is rehandled and made ready for shipment to foreign countries as well as the different markets in the United States. The Henderson Loose Leaf Tobacco markets, of which there are four, handle an annual amount of tobacco exceeding fifteen million (15,000,000) pounds, most of which is rehandled through the different local tobacco fac-



Business Section

Henderson Kentucky

Works have a big capacity and do a big shipping business.

The Henderson Brewing Co., is one of the largest institutions of this kind in the Southern states and they manufacture a high grade line of beers.

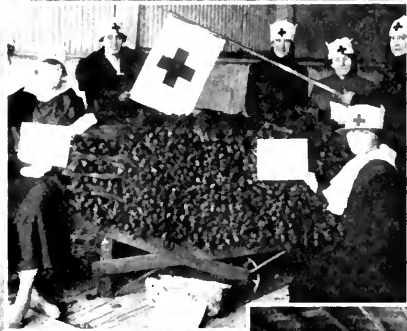
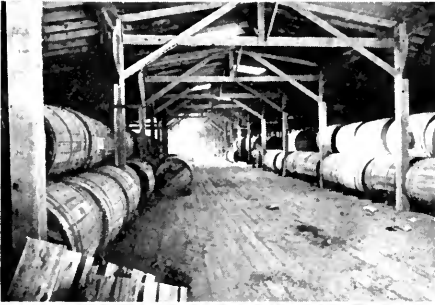
As a grain market Henderson occupies a place in the sun by reason of the fact that it is the biggest corn market south of the Ohio River. This market is represented by A. Waller & Co., Henderson Elevator Co., and the City Mills, and also the Liberty Mills of Nashville, Tennessee, the largest soft wheat millers in the United States, op-

erations, and they, in addition to this, ship in great quantities of tobacco from other markets.

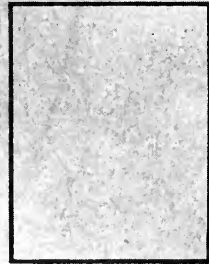
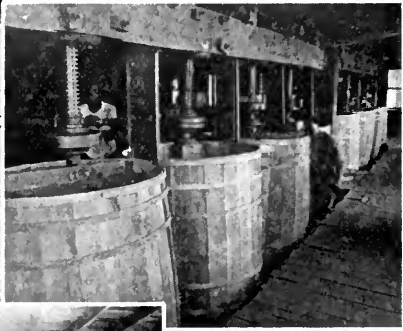
For a lack of space we cannot mention the numerous smaller industries that are located in this city.

Agriculture.

Henderson County is preeminently an agricultural county. Its soils vary from a rich loam in the bottoms to a clay or clay loam in the hills. It contains more of the rich Ohio and Green River bottom lands than any other county in the state, and on these bot-



*Tobacco
Industry
&
Henderson
Ky.*



toms immense crops of corn are harvested year after year.

While the county is a corn and tobacco producing county, any of the main farm crops can be grown with marked success, and on every hand can now be seen waving wheat fields, fine alfalfa, red clover and timothy meadows.

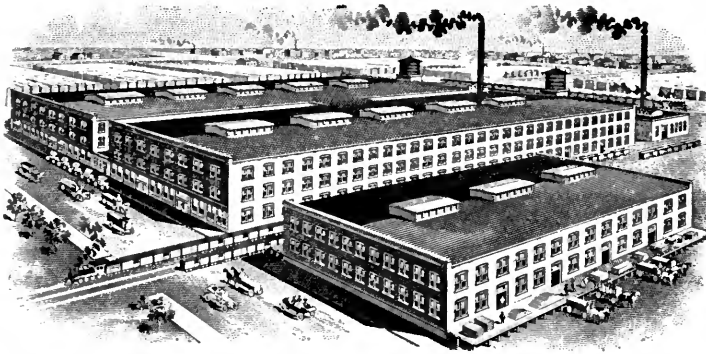
Henderson County has always fattened a large number of hogs for market and its herds of dairy cattle and beef cattle are constantly increasing, while its hill lands furnish pasture for increasing flocks of sheep.

The hill lands of the county are unusually well adapted to fruit growing, and the largest apple and peach orchards

dred fifty thousand (\$150,000) dollars, and the Water Works and filtration plant, which has a valuation of at least five hundred thousand (\$500,000) dollars. The filtration plant uses the Ultra-Violet Ray system of purifying the water, this being the largest plant of this kind in the United States. It produces a water free from bacteria and as pure as water can be made. The domestic rates for service from these various public utilities are correspondingly low in accordance with the rates established in other cities for the same service.

Banking.

From the standpoint of banking facilities Henderson is especially well sup-



DELKER BROS. BUGGY CO.

in the state are located here. In fact, Henderson County has produced more marketable fruit in the last few years than all the rest of the counties in the state taken together.

Labor Conditions.

There has always been obtainable in Henderson splendid labor of all classes and while a great deal of it is unionized, no serious strikes or labor troubles have existed in this community and labor can always be had at a fair and reasonable rate.

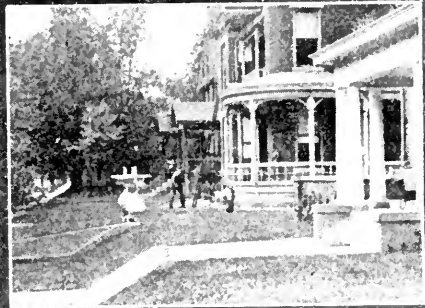
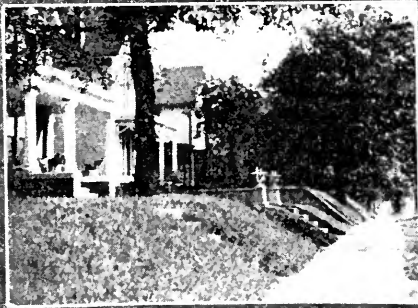
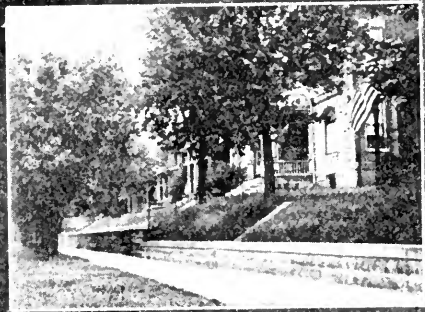
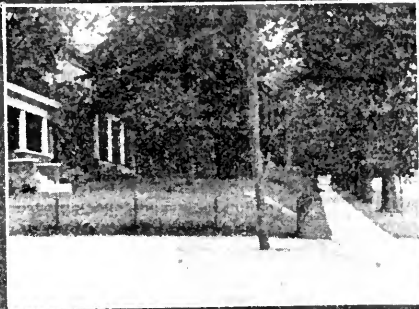
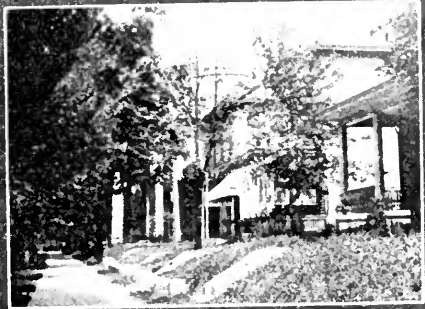
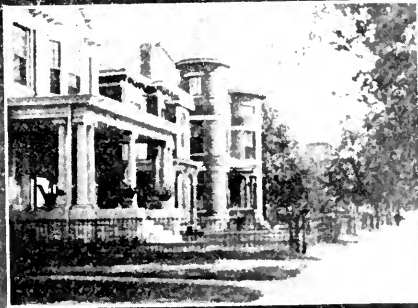
Public Utilities.

Henderson believes in municipal ownership. At this time the city owns the electric light plant, which is valued at more than three hundred thousand (\$300,000.00) dollars; the Gas Works which is valued at more than one hun-

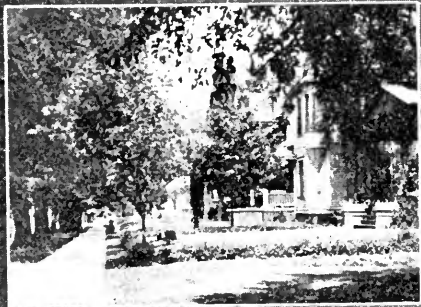
plied, having four (4) State Banks, one (1) National Bank, two (2) Trust Companies, and two (2) Building and Loan Associations. Combined resources are more than five and one-half million dollars and deposits of nearly four million dollars.

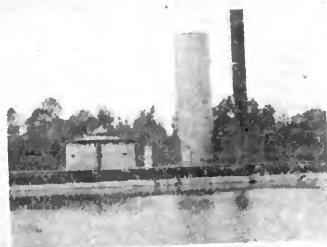
Parks and Play Grounds.

Henderson is well equipped with parks and play grounds. The Central park, covering one block square near the center of the City, is a delightful place; the Sunset park, located along the river front, within easy walking distance of the business section, is very cool and restful to those who enjoy going there during the hot summer days; the Atkinson park is the largest of the parks, comprising more than one hundred fifty (150) acres of beautiful natural



Residential District, Henderson Ky.





Water Works



Fire Dept.

wood-lands with its hills and ravines making a splendid place for picnics and large gatherings. The Henderson Country Club has a very large membership and a beautiful club house and grounds. The golf links are known to many visitors as being one of the finest courses in the south. The Country Club is easily reached by street car or auto.

Schools and Churches.

In the City of Henderson there are five (5) Graded Schools for white children and two for colored children, one High School for white children, one for colored children, one Manual Training School for white children in connection with the high school, and one Parochial graded school. There are thirteen (13) churches for white people and four for the colored population. Most of the churches are of the most modern type of buildings. Henderson

also has one of the best Public Libraries in the state.

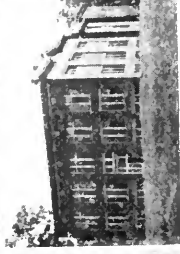
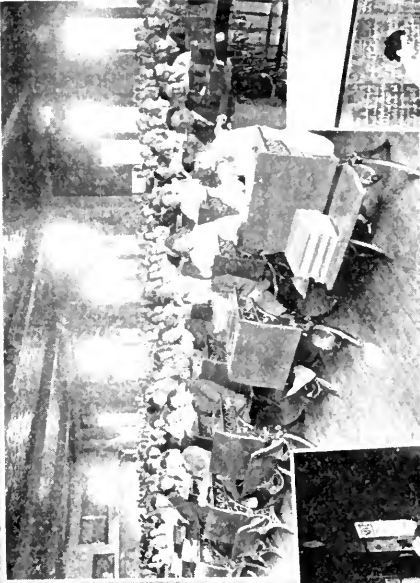
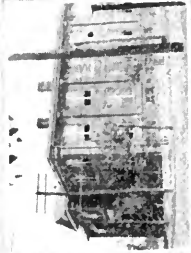
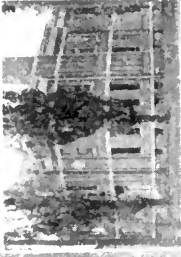
History.

The territory which now composes the City of Henderson was an original land grant from the state of Virginia to the Richard Henderson Company, which grant carried with it many thousands of acres. This was about 1780, at which time this community was known as Red Banks, Kentucky, being incorporated into the town of Henderson in 1792. John J. Audubon, famous for his knowledge of birds, made a number of his investigations and did a great deal of his studying while a resident of Henderson, and while operating his grist mill at what is now the foot of Second Street on the banks of the Ohio River.

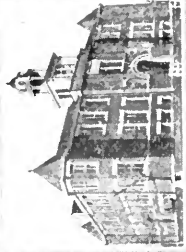
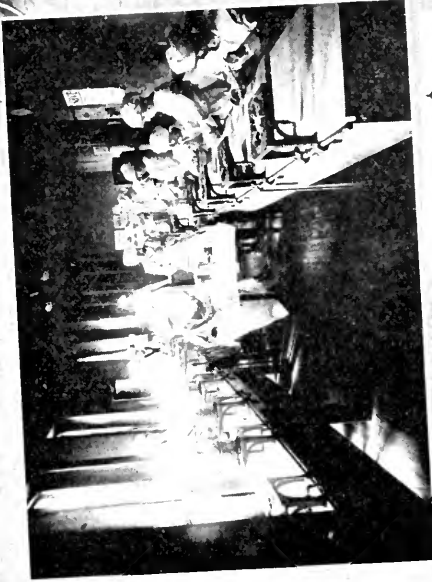
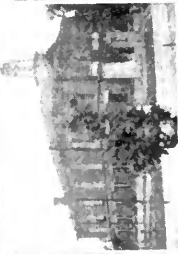
Mr. Thomas P. Boone, the author of this write-up, was, up to 1907, employed by the Illinois Central Railroad Company as call boy, leverman, brakeman and conductor.



Henderson Ky.



Public Schools



United States Railroad Administration

W. G. McAdoo, Director General

Wages of Railroad Employees

Washington, May 25, 1918.

General Order No. 27.

Preamble.

IN promulgating this order I wish to acknowledge the patriotic service so unselfishly rendered by the Railroad Wage Commission, consisting of Messrs. Franklin K. Lane, Charles C. McChord, J. Harry Covington, and William R. Willcox, in connection with the important question of wages and hours of service of railroad employes which I referred to them by my general order No. 5, dated January 18, 1918.

This Commission took hold of the task with great energy and devotion and has dealt with the entire subject in a thoroughly sympathetic spirit.

Manifestly in a matter of such magnitude and complexity it is impossible to find any general basis or formula which would correct every inequality and give satisfaction to every interest involved. But the Commission has made an earnest effort to do justice to all concerned. I have felt obliged, however, to depart from its recommendations in some particulars.

With respect to hours of service the Commission says:

"Manifestly, therefore, at this time, when men must be constantly taken from the railroads, as from all other industries, to fill the growing needs of the Nation's Army, hours of labor can not be shortened and thereby a greater number of men be required for railroad work. The Nation can not, in good faith, call upon the farmers and the miners to work as never before and press themselves to unusual tasks, and at the same time so shorten the hours of railroad men as to call from farm and mine additional and unskilled men to run the railroads. While the Commission is strongly disposed to a standard day, in so far as the nature of the service will permit it, its firm judgment consequently is that the existing hours of service in effect on the railroads should be maintained for the period of the war.

"But with this we earnestly urge that a most exhaustive study be made of this matter of hours of service, not with a view to the adoption of some arbitrary and universal policy which shall have no regard to the kind of work done, or to the effect upon the railroad service, but with these very considerations in mind. And we have gone into this matter far enough to justify to ourselves the belief that by the steady application of such sympathetic consideration, the railroad service may be improved, and at the same time fuller opportunity be given for lifting a burden that falls disproportionately upon some of the less favored of the railroad workers."

The Commission also reached the conclusion that as to overtime "the existing rules and conditions of payment should not be disturbed during the period of the war." The Commission has pointed out that this is not the time for any experiments which might lessen the tons of freight hauled and the number of passengers carried when the urgent and serious necessities of the war compel sacrifices from all, and that the adoption of any plan which would prevent the Government from working its men as long as they have been in the habit of working under private employers would be to take advantage of the grave necessities of the Government and to embarrass it in carrying forward essential operations of the war at a time when the need of service was never greater and the ability to call in outside men is seriously impaired.

There has never been a time when the public interest demanded more urgently the devotion and unselfish service of all classes of railroad employes. I agree with the Commission that it is not practicable at this time, when the war is calling upon every class of loyal citizens for service and sacrifices, to reduce the actual hours of labor to eight in every line of railroad work.

Nevertheless I am convinced that no further inquiry is needed to demonstrate that the principle of the basic eight-hour day is reasonable and just and that all further contentions about it should be set at rest by a recognition of that principle as a part of this decision.

Recognition of the principle of the basic eight-hour day in railroad service is, therefore, hereby made.

The question arises as to what further steps can and ought justly to be taken to strengthen the application of that principle, and when. This question must be solved in the light of the varied conditions of railroad employment and will have to be studied

in detail by the Board of Railroad Wages and Working Conditions herein and hereby created and in the light of what is reasonably practicable under war conditions.

No problem so vast and intricate as that of doing practical justice to the 2,000,000 railroad employes of the country can be regarded as completely settled and disposed of by any one decision or order; therefor the Board of Railroad Wages and Working Conditions is hereby established and will take up as presented any phases of the general problem relating to any class of employes or any part of a class of employes which may justly call for further consideration.

It is my earnest hope that railroad officials and railroad employes will realize that their relations under Federal control are not based upon the old conditions of private management. Dissensions and disappointments should be forgotten and all should now remember that they are not only serving their country in the operation of the railroads, but that upon the character, quality and loyalty of that service depends in large measure our success in this war.

It is an inspiring task—this task of putting upon a more just and equitable basis the wages and working conditions of loyal workers in railroad service—and I confidently expect the patriotic support and assistance of every railroad official and every railroad employe in performing that task with credit to each other and with honor to their country.

ORDER

Respecting the wages, hours and other conditions of employment of the employes of the railroads hereinafter mentioned, it is hereby ordered:

ARTICLE I.—RAILROADS AFFECTED

This order shall apply to the employes of the Illinois Central R. R. Co., The Yazoo & Mississippi Valley R. R. Co., and one hundred and sixty-three others.

Also such other railroads as may be retained in Federal control on July 1, 1918, will be added to the foregoing list by order of the Director General.

The Pullman Company, whose status is now being considered, will also be added by order to the foregoing list, if decision shall be reached to retain it in Federal control.

ARTICLE II.—RATES OF WAGES AND METHODS OF COMPUTATION

Increases in wages, effective as hereinafter provided, January 1, 1918, are hereby established as follows:

Section A.—Rates of Wages of Railroad Employes Paid Upon a Monthly Basis

1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.	Add the per cent named in this column	Equivalent to amount named in this column	Making new rate per month as shown in this column
Under \$46 (except as provided in par. 13)....	.....	\$20.00	.....
\$46.01 to \$47.....	43	20.21	\$67.21
\$47.01 to \$48.....	43	20.64	68.64
\$48.01 to \$49.....	43	21.07	70.07
\$49.01 to \$50.....	43	21.50	71.50
\$50.01 to \$51.....	42.35	21.60	72.60
\$51.01 to \$52.....	41.73	21.70	73.70
\$52.01 to \$53.....	41	21.73	74.73
\$53.01 to \$54.....	41	22.14	76.14
\$54.01 to \$55.....	41	22.55	77.55
\$55.01 to \$56.....	41	22.96	78.96
\$56.01 to \$57.....	41	23.27	80.37
\$57.01 to \$58.....	41	23.78	81.78
\$58.01 to \$59.....	41	24.19	83.19
\$59.01 to \$60.....	41	24.60	84.60
\$60.01 to \$61.....	41	25.01	86.01
\$61.01 to \$62.....	41	25.42	87.42
\$62.01 to \$63.....	41	25.83	88.83
\$63.01 to \$64.....	41	26.24	90.24
\$64.01 to \$65.....	41	26.65	91.65
\$65.01 to \$66.....	41	27.06	93.06
\$66.01 to \$67.....	41	27.47	94.47
\$67.01 to \$68.....	41	27.88	95.88
\$68.01 to \$69.....	41	28.29	97.29
\$69.01 to \$70.....	41	28.70	98.70
\$70.01 to \$71.....	41	29.11	100.11

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

Section A.—Rates of Wages of Railroad Employes Paid Upon a Monthly Basis—Continued

1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.	Add the per cent named in this column	Equivalent to amount named in this column	Making new rate per month as shown in this column
\$71.01 to \$72.....	41	29.52	101.52
\$72.01 to \$73.....	41	29.93	102.93
\$73.01 to \$74.....	41	30.34	104.34
\$74.01 to \$75.....	41	\$30.75	\$105.75
\$75.01 to \$76.....	41	31.16	107.16
\$76.01 to \$77.....	41	31.57	108.57
\$77.01 to \$78.....	41	31.98	109.98
\$78.01 to \$79.....	41	32.39	111.39
\$79.01 to \$80.....	40.87	32.70	112.70
\$80.01 to \$81.....	40.44	32.75	113.75
\$81.01 to \$82.....	40	32.80	114.80
\$82.01 to \$83.....	40	33.20	116.20
\$83.01 to \$84.....	40	33.60	117.60
\$84.01 to \$85.....	40	34.00	119.00
\$85.01 to \$86.....	39.36	33.85	119.85
\$86.01 to \$87.....	38.74	33.70	120.70
\$87.01 to \$88.....	38.13	33.55	121.55
\$88.01 to \$89.....	37.53	33.40	122.40
\$89.01 to \$90.....	36.95	33.25	123.25
\$90.01 to \$91.....	36.38	33.10	124.10
\$91.01 to \$92.....	35.82	32.95	124.95
\$92.01 to \$93.....	35.27	32.80	125.80
\$93.01 to \$94.....	34.74	32.65	126.65
\$94.01 to \$95.....	34.22	32.50	127.50
\$95.01 to \$96.....	33.70	32.35	128.35
\$96.01 to \$97.....	33.20	32.20	129.20
\$97.01 to \$98.....	32.71	32.05	130.05
\$98.01 to \$99.....	32.23	31.90	130.90
\$99.01 to \$100.....	31.75	31.75	131.75
\$100.01 to \$101.....	31.29	31.60	132.60
\$101.01 to \$102.....	30.84	31.45	133.45
\$102.01 to \$103.....	30.39	31.30	134.30
\$103.01 to \$104.....	29.96	31.15	135.15
\$104.01 to \$105.....	29.53	31.00	136.00
\$105.01 to \$106.....	29.11	30.85	136.85
\$106.01 to \$107.....	28.70	30.70	137.70
\$107.01 to \$108.....	28.29	30.55	138.55
\$108.01 to \$109.....	27.89	30.40	139.40
\$109.01 to \$110.....	27.50	30.25	140.25
\$110.01 to \$111.....	27.12	30.10	141.10
\$111.01 to \$112.....	26.74	29.95	141.95
\$112.01 to \$113.....	26.38	29.80	142.80
\$113.01 to \$114.....	26.01	29.65	143.65
\$114.01 to \$115.....	25.66	29.50	144.50
\$115.01 to \$116.....	25.31	29.35	145.35
\$116.01 to \$117.....	24.96	29.20	146.20
\$117.01 to \$118.....	24.62	29.05	147.05
\$118.01 to \$119.....	24.29	28.90	147.90
\$119.01 to \$120.....	23.96	28.75	148.75
\$120.01 to \$121.....	23.64	28.60	149.60
\$121.01 to \$122.....	23.32	28.45	150.45
\$122.01 to \$123.....	23.01	28.30	151.30
\$123.01 to \$124.....	22.70	28.15	152.15
\$124.01 to \$125.....	22.40	28.00	153.00
\$125.01 to \$126.....	22.11	27.85	153.85
\$126.01 to \$127.....	21.81	27.70	154.70
\$127.01 to \$128.....	21.53	27.55	155.55
\$128.01 to \$129.....	21.24	\$27.40	\$156.40
\$129.01 to \$130.....	20.96	27.25	157.25

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

Section A.—Rates of Wages of Railroad Employes Paid Upon a Monthly Basis—Continued.

1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.	Add the per cent named in this column	Equivalent to amount named in this column	Making new rate per month as shown in this column
\$130.01 to \$131.....	20.69	27.10	158.10
\$131.01 to \$132.....	20.42	26.95	158.95
\$132.01 to \$133.....	20.15	26.80	159.80
\$133.01 to \$134.....	19.89	26.65	160.65
\$134.01 to \$135.....	19.63	26.50	161.50
\$135.01 to \$136.....	19.38	26.35	162.35
\$136.01 to \$137.....	19.13	26.20	163.20
\$137.01 to \$138.....	18.88	26.05	164.05
\$138.01 to \$139.....	18.64	25.90	164.90
\$139.01 to \$140.....	18.39	25.75	165.75
\$140.01 to \$141.....	18.16	25.60	166.60
\$141.01 to \$142.....	17.92	25.45	167.45
\$142.01 to \$143.....	17.69	25.30	168.30
\$143.01 to \$144.....	17.47	25.15	169.15
\$144.01 to \$145.....	17.24	25.00	170.00
\$145.01 to \$146.....	17.02	24.85	170.85
\$146.01 to \$147.....	16.80	24.70	171.70
\$147.01 to \$148.....	16.59	24.55	172.55
\$148.01 to \$149.....	16.38	24.40	173.40
\$149.01 to \$150.....	16.17	24.25	174.25
\$150.01 to \$151.....	15.96	24.10	175.10
\$151.01 to \$152.....	15.76	23.95	175.95
\$152.01 to \$153.....	15.56	23.80	176.80
\$153.01 to \$154.....	15.36	23.65	177.65
\$154.01 to \$155.....	15.16	23.50	178.50
\$155.01 to \$156.....	14.97	23.35	179.35
\$156.01 to \$157.....	14.78	23.20	180.20
\$157.01 to \$158.....	14.59	23.05	181.05
\$158.01 to \$159.....	14.40	22.90	181.90
\$159.01 to \$160.....	14.22	22.75	182.75
\$160.01 to \$161.....	14.04	22.60	183.60
\$161.01 to \$162.....	13.86	22.45	184.45
\$162.01 to \$163.....	13.68	22.30	185.30
\$163.01 to \$164.....	13.51	22.15	186.15
\$164.01 to \$165.....	13.33	22.00	187.00
\$165.01 to \$166.....	13.16	21.85	187.85
\$166.01 to \$167.....	13.00	21.70	188.70
\$167.01 to \$168.....	12.83	21.55	189.55
\$168.01 to \$169.....	12.66	21.40	190.40
\$169.01 to \$170.....	12.50	21.25	191.25
\$170.01 to \$171.....	12.34	21.10	192.10
\$171.01 to \$172.....	12.18	20.95	192.95
\$172.01 to \$173.....	12.02	20.80	193.80
\$173.01 to \$174.....	11.87	20.65	194.65
\$174.01 to \$175.....	11.71	20.50	195.50
\$175.01 to \$176.....	11.56	20.35	196.35
\$176.01 to \$177.....	11.41	20.20	197.20
\$177.01 to \$178.....	11.26	20.05	198.05
\$178.01 to \$179.....	11.12	19.90	198.90
\$179.01 to \$180.....	10.97	19.75	199.75
\$180.01 to \$181.....	10.83	19.60	200.60
\$181.01 to \$182.....	10.69	19.45	201.45
\$182.01 to \$183.....	10.55	19.30	202.30
\$183.01 to \$184.....	10.41	19.15	203.15
\$184.01 to \$185.....	10.27	19.00	204.00
\$185.01 to \$186.....	10.14	18.85	204.85
\$186.01 to \$187.....	10.00	18.70	205.70
\$187.01 to \$188.....	9.87	18.55	206.55
\$188.01 to \$189.....	9.74	18.40	207.40

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

Section A.—Rates of Wages of Railroad Employes Paid Upon a Monthly Basis—Continued.

1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.	Add the per cent named in this column	Equivalent to amount named in this column	Making new rate per month as shown in this column
\$189.01 to \$190.....	9.61	18.25	208.25
\$190.01 to \$191.....	9.48	18.10	209.10
\$191.01 to \$192.....	9.35	17.95	209.95
\$192.01 to \$193.....	9.22	17.80	210.80
\$193.01 to \$194.....	9.10	17.65	211.65
\$194.01 to \$195.....	8.97	17.50	212.50
\$195.01 to \$196.....	8.85	17.35	213.35
\$196.01 to \$197.....	8.73	17.20	214.20
\$197.01 to \$198.....	8.61	17.05	215.05
\$198.01 to \$199.....	8.49	16.90	215.90
\$199.01 to \$200.....	8.375	16.75	216.75
\$200.01 to \$201.....	8.26	16.60	217.60
\$201.01 to \$202.....	8.14	16.45	218.45
\$202.01 to \$203.....	8.03	16.30	219.30
\$203.01 to \$204.....	7.92	16.15	220.15
\$204.01 to \$205.....	7.80	16.00	221.00
\$205.01 to \$206.....	7.69	15.85	221.85
\$206.01 to \$207.....	7.58	15.70	222.70
\$207.01 to \$208.....	7.48	15.55	223.55
\$208.01 to \$209.....	7.37	15.40	224.40
\$209.01 to \$210.....	7.26	15.25	225.25
\$210.01 to \$211.....	7.16	15.10	226.10
\$211.01 to \$212.....	7.05	14.95	226.95
\$212.01 to \$213.....	6.95	14.80	227.80
\$213.01 to \$214.....	6.85	14.65	228.65
\$214.01 to \$215.....	6.74	14.50	229.50
\$215.01 to \$216.....	6.64	14.35	230.35
\$216.01 to \$217.....	6.54	14.20	231.20
\$217.01 to \$218.....	6.445	14.05	232.05
\$218.01 to \$219.....	6.35	13.90	232.90
\$219.01 to \$220.....	6.25	13.75	233.75
\$220.01 to \$221.....	6.15	13.60	234.60
\$221.01 to \$222.....	6.06	13.45	235.45
\$222.01 to \$223.....	5.96	13.30	236.30
\$223.01 to \$224.....	5.87	13.15	237.15
\$224.01 to \$225.....	5.78	13.00	238.00
\$225.01 to \$226.....	5.69	12.85	238.85
\$226.01 to \$227.....	5.595	12.70	239.70
\$227.01 to \$228.....	5.50	12.55	240.55
\$228.01 to \$229.....	5.415	12.40	241.40
\$229.01 to \$230.....	5.33	12.25	242.25
\$230.01 to \$231.....	5.24	12.10	243.10
\$231.01 to \$232.....	5.15	11.95	243.95
\$232.01 to \$233.....	5.065	11.80	244.80
\$233.01 to \$234.....	4.98	11.65	245.65
\$234.01 to \$235.....	4.89	11.50	246.50
\$235.01 to \$236.....	4.81	11.35	247.35
\$236.01 to \$237.....	4.73	11.20	248.20
\$237.01 to \$238.....	4.64	\$11.05	\$249.05
\$238.01 to \$239.....	4.56	10.90	249.90
\$239.01 to \$240.....	-----	10.00	250.00
\$240.01 to \$241.....	-----	9.00	250.00
\$241.01 to \$242.....	-----	8.00	250.00
\$242.01 to \$243.....	-----	7.00	250.00
\$243.01 to \$244.....	-----	6.00	250.00
\$244.01 to \$245.....	-----	5.00	250.00
\$245.01 to \$246.....	-----	4.00	250.00
\$246.01 to \$247.....	-----	3.00	250.00

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

Section A.—Rates of Wages of Railroad Employees Paid Upon a Monthly Basis—Continued

1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.	Add the per cent named in this column	Equivalent to amount named in this column	Making new rate per month as shown in this column
\$247.01 to \$248.....	2.00	250.00
\$248.01 to \$249.....	1.00	250.00
\$249.01 to \$250.....00	250.00

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

METHOD OF APPLYING INCREASES TO MONTHLY RATES

(1) The employe who holds the same position today that he did the last day of December, 1915, and then received \$75 a month and has received no increase since, will receive an additional wage of \$30.75 per month. If he has received an increase in these two years of \$10 per month, the recommended increase of his wage will be cut down by that much making his net advance \$20.75.

(2) Employe "A" occupied the same position in 1915 and in 1918: Salary, 1915, \$150 per month; 1918, \$175 per month.

Basis of increase on salaries of \$150 per month is 16.17 per cent, or \$24.25 per month. New salary, \$174.25; present salary, \$175. Present salary undisturbed.

(3) Employe "B" in 1915 received \$100, and on the same desk in 1918 received \$112.50 per month. Basis of increase on \$100, 31.75 per cent, or \$31.75. New salary, \$131.75. Present salary, \$112.50. Employe "B" is entitled to receive back pay from January 1, at the rate of \$19.25 (the difference between \$131.75 and \$112.50), and to receive monthly, hereafter, \$131.75 instead of \$112.50. Back pay due January 1 to May 31, \$96.25.

(4) Employe in December, 1915, received \$100 per month, entitles him, with this increase, to \$131.75. His salary had been raised for same position on January 1, 1918, to \$135. He is not, therefore, entitled to any advance or back pay. Present salary undisturbed.

Section B.—Rates of Wages of Railroad Employees Paid Upon Daily Basis.

Old rate per day	New rate per day	Old rate per day	New rate per day	Old rate per day	New rate per day	Old rate per day	New rate per day
\$0.75	\$1.52	\$2.50	\$3.53	\$4.25	\$5.40	\$5.95	\$6.85
.80	1.57	2.55	3.60	4.30	5.45	6.00	6.90
.85	1.62	2.60	3.67	4.35	5.49	6.05	6.94
.90	1.67	2.65	3.74	4.40	5.53	6.10	6.98
.95	1.72	2.70	3.81	4.45	5.58	6.15	7.02
1.00	1.77	2.75	3.88	4.50	5.62	6.20	7.06
1.05	1.82	2.80	3.95	4.55	5.66	6.25	7.11
1.10	1.87	2.85	4.02	4.60	5.71	6.30	7.15
1.15	1.92	2.90	4.09	4.65	5.75	6.35	7.19
1.20	1.97	2.95	4.16	4.70	5.79	6.40	7.23
1.25	2.02	3.00	4.23	4.75	5.83	6.45	7.28
1.30	2.07	3.05	4.30	4.80	5.88	6.50	7.32
1.35	2.12	3.10	4.36	4.85	5.92	6.55	7.36
1.40	2.17	3.15	4.41	4.90	5.96	6.60	7.41
1.45	2.22	3.20	4.48	4.95	6.00	6.65	7.45
1.50	2.27	3.25	4.55	5.00	6.05	6.70	7.49
1.55	2.32	3.30	4.60	5.05	6.09	6.75	7.53
1.60	2.37	3.35	4.65	5.10	6.13	6.80	7.58
1.65	2.42	3.40	4.70	5.15	6.17	6.85	7.62
1.70	2.47	3.45	4.72	5.20	6.21	6.90	7.66
1.75	2.52	3.50	4.77	5.25	6.26	6.95	7.70
1.80	2.57	3.55	4.81	5.30	6.30	7.00	7.75
1.85	2.65	3.60	4.85	5.35	6.34	7.05	7.79
1.90	2.72	3.65	4.90	5.40	6.38	7.10	7.83
1.95	2.77	3.70	4.94	5.45	6.43	7.15	7.88
2.00	2.83	3.75	4.98	5.50	6.47	7.20	7.91
2.05	2.89	3.80	5.03	5.55	6.51	7.25	7.96
2.10	2.96	3.85	5.07	5.60	6.55	7.30	8.00
2.15	3.03	3.90	5.11	5.65	6.60	7.35	8.04
2.20	3.10	3.95	5.15	5.70	6.64	7.40	8.08
2.25	3.17	4.00	5.20	5.75	6.68	7.45	8.13

2.30	3.24	4.05	5.24	5.80	6.73	7.50	8.17
2.35	3.31	4.10	5.28	5.85	6.77	7.55	8.21
2.40	3.38	4.15	5.32	5.90	6.81	7.60	8.25
2.45	3.45	4.20	5.36				

Old rates are those of December, 1915.

For common labor paid by the day, the scale of new rates per day shown shall apply, with the provision, however, that as a minimum 20 cents per 8-hour day, 22½ cents per 9-hour day, 25 cents per 10-hour day, 27½ cents per 11-hour day, and 30 cents per 12-hour day will be added to the rates paid per day as of December 31, 1917.

METHOD OF APPLYING INCREASES TO DAILY RATES.

(1) Employee, December, 1915, \$3.00:	
Increased to new rate of \$4.23 per day.....	\$109.98
Jan. 1, 1918, his pay was raised for same work to \$3.50 per day, equal per month to	91.00
<hr/>	
Difference in pay:	
1 month	18.98
5 months	94.90
An 8-hour 26-day month both years.	
Worked 62 hours overtime, at new 1918 rate.....	52.9c \$32.80
Was paid 62 hours overtime at.....	37.5c 23.25
	<hr/>
	9.55

Total back pay due Jan. 1 to May 31, 1918..... 104.45

(2) Employee "C" was employed in 1918, but not in 1915. Rate of pay on the district where he is employed in 1918, in 1915 was \$1.10 per day. The 1918 rate of pay is, on the same district, \$1.50 per day. The new rate is \$1.87 per day. He will, therefore, be entitled to receive from January 1, 1918, to May 31, 1918, 37 cents per day additional for each day he worked in that period.

Section C.—Rates of Wages of Railroad Employees Paid Upon Hourly Basis
 [Rates of pay in cents per hour.]

Old rate per hour ¹	New rate per hour	Old rate per hour ¹	New rate per hour	Old rate per hour ¹	New rate per hour	Old rate per hour ¹	New rate per hour
10	19.75	38	53.75	66	78.50	94	102.50
10.5	20.25	38.5	54.25	66.5	79.00	94.5	102.75
11	20.75	39	54.75	67	79.50	95	103.25
11.5	21.25	39.5	55.50	67.5	79.75	95.5	103.75
12	21.75	40	56.00	68	80.25	96	104.25
12.5	22.25	40.5	56.75	68.5	80.75	96.5	104.50
13	22.75	41	57.25	69	81.25	97	105.00
13.5	23.25	41.5	57.75	69.5	81.50	97.5	105.50
14	23.75	42	58.25	70	82.00	98	106.00
14.5	24.25	42.5	58.50	70.5	82.50	98.5	106.25
15	24.75	43	59.00	71	83.00	99	106.75
15.5	25.25	43.5	59.50	71.5	83.25	99.5	107.25
16	25.75	44	60.00	72	83.75	100	107.50
16.5	26.25	44.5	60.25	72.5	84.25	100.5	108.00
17	26.75	45	60.75	73	84.50	101	108.25
17.5	27.25	45.5	61.25	73.5	85.00	101.5	108.75
18	27.75	46	61.50	74	85.50	102	109.25
18.5	28.25	46.5	62.00	74.5	86.00	102.5	109.75
19	28.75	47	62.50	75	86.25	103	110.00
19.5	29.25	47.5	63.00	75.5	86.75	103.5	110.50
20	29.75	48	63.25	76	87.00	104	111.00
20.5	30.25	48.5	63.75	76.5	87.50	104.5	111.25
21	30.75	49	64.25	77	88.00	105	111.75
21.5	31.25	49.5	64.75	77.5	88.25	105.5	112.25
22	31.75	50	65.00	78	88.75	106	112.75
22.5	32.25	50.5	65.25	78.5	89.25	106.5	113.00
23	33.00	51	65.75	79	89.75	107	113.50
23.5	33.75	51.5	66.25	79.5	90.00	107.5	114.00
24	34.50	52	66.50	80	90.50	108	114.25
24.5	35.00	52.5	67.00	80.5	91.00	108.5	114.75
25	35.50	53	67.50	81	91.50	109	115.25
25.5	36.00	53.5	68.00	81.5	91.75	109.5	115.75
26	36.75	54	68.25	82	92.25	110	116.00
26.5	37.50	54.5	68.75	82.5	92.75	110.5	116.50
27	38.25	55	69.25	83	93.00	111	117.00

27.5	39.00	55.5	69.75	83.5	93.50	111.5	117.25
28	39.50	56	70.00	84	94.00	112	117.75
28.5	40.25	56.5	70.50	84.5	94.50	112.5	118.25
29	41.00	57	71.00	85	94.75	113	118.50
29.5	41.75	57.5	71.50	85.5	95.25	113.5	119.00
30	42.50	58	71.75	86	95.75	114	119.50
30.5	43.00	58.5	72.25	86.5	96.00	114.5	119.75
31	43.75	59	72.75	87	96.50	115	120.00
31.5	44.50	59.5	73.00	87.5	97.00	115.5	120.00
32	45.25	60	73.50	88	97.25	116	120.00
32.5	46.00	60.5	74.00	88.5	97.75	116.5	120.00
33	46.75	61	74.50	89	98.25	117	120.00
33.5	47.25	61.5	74.75	89.5	98.50	117.5	120.00
34	48.00	62	75.25	90	99.00	118	120.00
34.5	48.75	62.5	75.75	90.5	99.50	118.5	120.00
35	49.50	63	76.00	91	99.75	119	120.00
35.5	50.25	63.5	76.50	91.5	100.25	119.5	120.00
36	51.00	64	76.75	92	100.75	120	120.00
36.5	51.50	64.5	77.25	92.5	101.25		
37	52.25	65	77.75	93	101.50		
37.5	53.00	65.5	78.25	93.5	102.00		

¹ "Old rates" are those of December, 1915.

While it is expected that the Board of Railroad Wages and Working Conditions hereinafter created shall give consideration to all questions of inequality as between individuals and classes of employes throughout sufficient information is available to justify certain conclusions with respect to mechanical crafts, and in the case of machinists, boilermakers, blacksmiths and other shop mechanics who have been receiving the same hourly rates, the increases named in this order shall apply, with a minimum wage of 55 cents per hour.

It is recognized that this may still leave among shop employes certain inequalities as to individual employes, to which the Board of Railroad Wages and Working Conditions will give prompt consideration.

For common labor paid by the hour, the scale named herein shall apply, with the provision, however that as a minimum, 2½ cents per hour will be added to the rates paid per hour, as of December 31, 1917.

METHOD OF APPLYING INCREASES TO HOURLY RATES.

(1) Machinist worked in January, 1918, 8 hours per day, 27 days, total 216 hours straight time.

The rate of pay for this position in December, 1915, was 34 cents per hour; new rate under this order 48 cents per hour, but with minimum rate of 55 cents per hour, as herein ordered, will receive.....\$118.80
 In January, 1918, his rate of pay was 37½ cents per hour, for 216 hours, equals 81.00

Difference one month..... 37.80
 On basis of working same amount straight time each month for five months (January 1 to May 31)..... 189.00
 Also worked in same period 90 hours overtime at time and one-half new 55 cents minimum rate, or 82½ cents, equals.....\$74.25
 Was paid 56¼ cents (time and one-half)..... 50.63

23.62

Balance due January 1 to May 31, 1918..... 212.62

(2) Machinist worked in January, 1918, 10 hours per day, 26 days, total 260 hours straight time.

The rate of pay for this position in 1915 was 34 cents per hour; new rate under this order, 48 cents per hour, but with minimum rate of 55 cents per hour as herein ordered will receive.....\$143.00
 In January, 1918, his rate of pay was 37½ cents per hour; 260 hours equals..... 97.50

Difference one month..... 45.50
 On basis of working same amount of straight time each month for five months (January 1 to May 31)..... 227.50
 Also worked in same period 90 hours overtime at pro rata rate, new 55-cent minimum rate, equals.....\$49.50
 Was paid at 37½-cent rate pro rata overtime or..... 33.75

15.75

Balance due January 1 to May 31, 1918..... 243.25

(3) Machinist "D" was employed in the same shop in December, 1915, and in 1918 on the same class of work. His hourly rate in December, 1915, was 35 cents for 9 hours, 26 days a month. He was paid for overtime and Sunday work at time and one-half. On January 1, 1918, his hours were reduced to 8 and his rate increased to 40 cents. The new hourly rate applicable to his 1915 rate, viz.: 49½ cents being less than the minimum of 55 cents, his new rate will be 55 cents per hour. In 1918, from January 1 to May 31, he worked 234 hours per month or an average of one hour overtime daily on the 1918 schedule. This for five months gives him 130 hours overtime. He has been paid as follows:

1,040 hours straight time, at 40 cents.....	\$416.00
130 hours overtime, at 60 cents.....	78.00
Total	494.00

His back pay will be computed as follows:

1,040 hours straight time, at 55 cents.....	\$572.00
130 hours overtime, at 82½ cents.....	107.25

Total	679.25
Deduct payment at 1918 rates.....	494.00

Back pay due..... 185.25
and his future rate per hour will be 55 cents.

(4) In the case of employe "E," who was employed in a shop where the rate for his position was 35 cents per hour for 8 hours' work in 1915, with time and one-half for overtime, but in the same position and same shop with the same hours in 1918 his rate is 45 cents per hour; his earnings in 1915 in the standard 208-hour month would be \$72.80 per month, and he would be entitled to the new hourly rate of 49½ cents per hour. His straight time and overtime earnings and back pay would be computed in exactly the same manner as machinist "D." The principles illustrated will apply to all men paid by the hour, whatever their occupation may be.

Section D.—Rates of Wages of Railroad Employes Paid Upon Piecework Basis METHOD OF APPLYING INCREASES TO PIECE RATES.

(1) The pieceworker shall receive for each hour worked, the same increase per hour as is awarded to the hourly worker engaged in similar employment in the same shop.

(2) If the hourly rate has been increased since 1915 to an amount greater than the increase herein fixed, then the higher rate shall prevail.

(3) Where there was no piece rate for an item or operation in the piece rate schedule of 1915, adjust the current price by such an amount as a similar item or operation has been increased or decreased since December 31, 1915, or as near such a plan as practicable.

(4) It is understood that the application of this order shall not, in any case, operate to reduce current earnings.

(5) When a pieceworker works overtime or undertime, he shall receive that proportion of the increase provided in the schedule which the time actually worked bears to the normal time in the position.

(6) Overtime is not to be considered solely as the number of hours employed in excess of the normal hours per month in the position, but rather the time employed in excess of the normal hours per day.

(7) Employe "F" was employed under a piecework schedule in a shop where the basic hourly rate was 35 cents for eight hours, with time and one-half for overtime. This rate under the plan illustrated above will be increased to 49½ cents per hour. Difference, 14½ cents.

Regardless of the schedule of piece rates under which he is paid, under this order "F" will be entitled to receive 14½ cents per hour in addition to his piecework earnings for every hour worked in 1918 unless the hourly rate shall in the interim have been raised and a proportionate increase made in the piecework schedule.

For example: Assume that "F" made \$90 in December, 1915, at his piecework. At the hourly rate he would have earned only \$72.80, and his hourly rate must therefore be increased to 49½ cents.

If in January, 1918, he has attained sufficient skill to earn \$100 on the same piecework schedule, he will be entitled to receive, nevertheless, 14½ cents per hour for each hour of straight time worked, and for each hour of overtime, 21¼ cents additional (if time and one-half for overtime is in effect).

Assume that in the five months, January 1 to May 31, "F" has worked 1,040 hours straight time, and 130 hours overtime, and has, at his piecework schedule, earned \$500. He will be entitled, nevertheless, to receive as back pay the following amount:

1,040 hours at 14½ cents per hour.....	\$150.80
130 hours at 21¾ cents per hour.....	28.28
	<u>\$179.08</u>

But if in January, 1918, the basic hourly rate had been increased to 50 cents, and this increase had been correspondingly expressed in his piece work schedule, he would be entitled to no back pay. If, on the other hand, the hourly rate had been increased from 35 cents in 1915 to 45 on January 1, 1918, and this increase had been expressed in a corresponding increase in the piece-work schedule, then "F" would be entitled to receive back pay at 4½ cents per hour for straight time and 6¾ cents per hour overtime.

If the practice in the shop, however, had been to pay pro rata for overtime, then the rate for such overtime since January 1, 1918, would be pro rata at 4½ cents, or 14½ cents per hour, according to whether piece rates had been or had not been increased.

(8) Employ's December, 1915, rate was 38½ cents; which rate in this order for 8 hours per day entitles him to 5¼ cents per hour. His basic rate had, by January 1, 1918, been raised to 42½ cents per hour. Piece work rates had not been raised in the interval. This man earned in 208 hours \$100. He is entitled to a raise of 11¾ cents per hour.

11¾ cents × 208:	
1 month	\$ 24.44
5 months	122.20

Section E.—Rates of Wages of Railroad Employees Paid Upon Mileage Basis

The following rates will apply "per day" or its established equivalent in "miles":

Passenger Engineers		Passenger Engineers		Passenger Engineers		Passenger Engineers	
Old	New	Old	New	Old	New	Old	New
\$4.10	\$4.56	\$4.53	\$5.04	\$4.95	\$5.51	\$5.55	\$6.17
4.15	4.62	4.55	5.06	5.00	5.56	5.65	6.29
4.20	4.67	4.60	5.12	5.05	5.62	5.90	6.56
4.25	4.73	4.65	5.17	5.13	5.71	6.00	6.68
4.30	4.78	4.70	5.23	5.15	5.73	6.05	6.73
4.35	4.84	4.75	5.28	5.28	5.87	6.25	6.95
4.40	4.90	4.78	5.32	5.35	5.95	6.30	7.01
4.45	4.95	4.80	5.34	5.40	6.01	6.50	7.23
4.50	5.01	4.90	5.45	5.53	6.15	7.00	7.79

Passenger Firemen		Passenger Firemen		Passenger Firemen		Passenger Firemen	
Old	New	Old	New	Old	New	Old	New
\$1.91	\$2.46	\$2.60	\$3.35	\$2.84	\$3.66	\$3.30	\$4.25
2.25	2.90	2.62	3.37	2.85	3.67	3.35	4.31
2.33	3.00	2.65	3.41	2.90	3.73	3.40	4.38
2.34	3.01	2.69	3.46	2.95	3.80	3.45	4.44
2.40	3.09	2.70	3.48	3.00	3.86	3.60	4.64
2.42	3.12	2.75	3.54	3.05	3.93	3.75	4.83
2.45	3.15	2.76	3.55	3.10	3.99	4.00	5.15
2.50	3.22	2.78	3.58	3.15	4.06	4.15	5.34
2.51	3.23	2.80	3.61	3.20	4.12	4.25	5.47
2.55	3.28						

Passenger Conductors		Passenger Conductors		Passenger Conductors		Passenger Conductors	
Old	New	Old	New	Old	New	Old	New
\$2.50	\$2.89	\$2.68	\$3.10	\$2.90	\$3.35	\$3.47	\$4.01
2.60	3.00	2.75	3.18				

Passenger Baggage-men		Passenger Baggage-men		Passenger Baggage-men		Passenger Baggage-men	
Old	New	Old	New	Old	New	Old	New
\$1.40	\$1.94	\$1.49	\$2.06	\$1.61	\$2.23	\$1.70	\$2.35
1.45	2.00	1.54	2.13	1.65	2.28	2.00	2.77

Passenger Trainmen		Passenger Trainmen		Passenger Trainmen		Passenger Trainmen	
Old	New	Old	New	Old	New	Old	New
\$1.35	\$1.88	\$1.47	\$2.05	\$1.50	\$2.09	\$1.60	\$2.23
1.43	1.99	1.49	2.08	1.55	2.16	1.87	2.61
1.46	2.04						

Freight Engineers		Freight Engineers		Freight Engineers		Freight Engineers	
Old	New	Old	New	Old	New	Old	New
\$4.25	\$4.91	\$5.05	\$5.83	\$5.40	\$6.24	\$5.90	\$6.81
4.50	5.20	5.06	5.84	5.43	6.27	5.95	6.87
4.70	5.43	5.10	5.89	5.45	6.29	5.995	6.925
4.75	5.49	5.13	5.93	5.50	6.35	6.00	6.93
4.80	5.54	5.145	5.95	5.55	6.41	6.10	7.05
4.85	5.60	5.15	5.95	5.555	6.415	6.25	7.22
4.86	5.61	5.17	5.97	5.60	6.47	6.50	7.51
4.87	5.62	5.20	6.01	5.61	6.48	6.75	7.80
4.88	5.64	5.25	6.06	5.65	6.53	6.80	7.85
4.89	5.65	5.28	6.10	5.665	6.545	6.85	7.91
4.90	5.66	5.30	6.12	5.70	6.58	6.90	7.97
4.95	5.72	5.33	6.16	5.75	6.64	6.95	8.03
4.97	5.74	5.35	6.18	5.83	6.73	7.00	8.09
5.00	5.78	5.39	6.23	5.85	6.76	7.25	8.37

Freight Firemen		Freight Firemen		Freight Firemen		Freight Firemen	
Old	New	Old	New	Old	New	Old	New
\$2.25	\$3.02	\$2.33	\$3.93	\$3.23	\$4.34	\$3.75	\$5.03
2.36	3.17	2.95	3.96	3.245	4.355	3.80	5.10
2.45	3.29	3.00	4.03	3.25	4.36	3.90	5.24
2.47	3.32	3.01	4.04	3.30	4.43	3.905	5.245
2.50	3.36	3.03	4.07	3.35	4.50	3.95	5.30
2.56	3.44	3.04	4.08	3.40	4.56	4.00	5.37
2.59	3.48	3.05	4.09	3.45	4.63	4.05	5.44
2.60	3.49	3.07	4.12	3.465	4.65	4.10	5.50
2.70	3.62	3.10	4.16	3.50	4.70	4.125	5.535
2.75	3.69	3.13	4.20	3.55	4.77	4.18	5.61
2.78	3.73	3.15	4.23	3.57	4.79	4.25	5.71
2.81	3.77	3.16	4.24	3.60	4.83	4.30	5.77
2.85	3.83	3.19	4.28	3.63	4.87	4.50	6.04
2.87	3.85	3.20	4.30	3.65	4.90	4.55	6.11
2.90	3.89	3.22	4.32	3.70	4.97		

Freight Conductors		Freight Conductors		Freight Conductors		Freight Conductors	
Old	New	Old	New	Old	New	Old	New
\$2.31	\$2.78	\$4.24	\$5.11	\$4.54	\$5.47	\$4.88	\$5.88
2.90	3.49	4.25	5.12	4.55	5.48	4.96	5.98
3.46	4.17	4.27	5.15	4.63	5.58	5.04	6.07
3.63	4.37	4.38	5.28	4.64	5.59	5.08	6.12
3.85	4.64	4.40	5.30	4.66	5.62	5.10	6.15
3.90	4.70	4.42	5.33	4.74	5.71	5.14	6.19
3.975	4.79	4.43	5.34	4.77	5.75	5.21	6.28
4.00	4.82	4.48	5.40	4.80	5.78	5.67	6.83
4.10	4.94	4.50	5.42	4.83	5.82	5.69	6.86
4.13	4.98	4.51	5.43	4.84	5.83	6.12	7.37
4.165	5.02	4.52	5.45	4.86	5.86	6.45	7.77
4.18	5.04	4.53	5.46	4.87	5.87	7.09	8.54

Freight Brakemen and Flagmen		Freight Brakemen and Flagmen		Freight Brakemen and Flagmen		Freight Brakemen and Flagmen	
Old	New	Old	New	Old	New	Old	New
\$1.60	\$2.23	\$2.70	\$3.77	\$3.02	\$4.21	\$3.48	\$4.85
1.99	2.64	2.72	3.79	3.10	4.32	3.60	5.02
1.93	2.69	2.75	3.84	3.13	4.37	3.62	5.05
2.14	2.99	2.78	3.88	3.14	4.38	3.66	5.11
2.25	3.14	2.80	3.91	3.15	4.39	3.707	5.17
2.33	3.25	2.82	3.93	3.20	4.46	3.71	5.18
2.40	3.35	2.83	3.95	3.21	4.48	3.93	5.48
2.42	3.38	2.85	3.98	3.25	4.53	4.24	5.91
2.48	3.46	2.88	4.02	3.29	4.59	4.26	5.94
2.60	3.63	2.95	4.12	3.33	4.65	4.62	6.44
2.62	3.65	2.98	4.16	3.41	4.76	4.96	6.92
2.65	3.70	2.99	4.17	3.46	4.83	5.37	7.49
2.67	3.72	3.00	4.19				

"Old" rates are those of December, 1915.

If there were mileage rates in effect in December, 1915, which are not included in the above tables, they shall be increased in accordance with the following per centages:

	Per Cent
Road passenger engineers and motormen.....	11 $\frac{1}{4}$
Road passenger firemen and helpers.....	28 $\frac{3}{4}$
Road passenger conductors.....	15 $\frac{1}{2}$
Road passenger baggagemen.....	38 $\frac{3}{4}$
Road passenger brakemen and flagmen.....	39 $\frac{1}{2}$
Road freight engineers and motormen.....	15 $\frac{1}{2}$
Road freight firemen and helpers.....	34 $\frac{1}{2}$
Road freight conductors.....	20 $\frac{1}{2}$
Road freight brakemen and flagmen.....	39 $\frac{1}{2}$

METHOD OF APPLYING INCREASES TO MILEAGE BASIS.

(1) Rates for overtime as now in effect, whether providing for pro rata basis or in excess thereof, shall be increased by same percentage as straight time rates.

(2) Miles run, in excess of the established equivalent of a day (or of a month where such basis prevails) shall be paid for pro rata.

(3) If any increase has been made in the mileage rates of employees paid on that basis in December, 1915, it will be understood that the per cent of increase allowed by this order is inclusive of such interim increases and that the new rate is computed from the base rates of December, 1915.

(4) Example (1): Engineer "G," passenger service, received \$4.25 per day of one hundred miles in 10 hours in December, 1915. According to this plan, although in 1918 this rate was \$4.25 per hundred miles in 8 hours, the rate will be increased 11 $\frac{1}{4}$ per cent to \$4.73 per 100 miles (\$4.7281 equalized as \$4.73). He will be entitled to back pay for every 100 miles run at the rate of 48 cents per 100 miles.

Example (2):

Conductor through freight:

2,950 miles at 4 cents, at new rate, would entitle him to 4.82 cents or.....\$142.19
He was paid..... 118.00

Leaving to be paid..... 24.19
He made 26 hours and 10 minutes overtime, equivalent, on basis of 12 $\frac{1}{2}$ miles per hour, to 327 miles, which, at the increased rate of 4.82 cents per mile, entitles him to..... 15.76
Was paid, at 4 cents per mile..... 13.08

A difference of..... 2.68

One month 26.87

Five months 134.35

This principle will apply to all employees of the train and engine service who are paid on the mileage basis. There are some railroads in the United States upon which men in the train and engine service are paid on a monthly wage. Such employees will be entitled to the increased rates named in Article 2, section A.

(5) Since the application of the increases hereby granted will tend in individual cases to give increases greater than is appropriate or necessary to those train and engine men who make abnormal amounts of mileage and who, make already abnormally high monthly earnings, the officials of each railroad shall take up with the respective committees of train and engine men of the limitation of mileage made per month by employes paid upon a mileage basis, so as to prevent employes now making such abnormal mileage profiting by the wage increases herein fixed greatly in excess of employes habitually making a normal amount of mileage. It shall be understood that any such limitation of mileage so arrived at shall not preclude the officials of a railroad from requiring a train or engine man to make mileage in excess of this limitation when the necessities of the service require it. The officials of each railroad will report to the Regional Director such arrangements agreed upon and any cases of failure to reach such agreements.

Section F.—General Rules for Application of Wage Increases.

(1) In the application of the scale the wage runs with the place. If in the past two years an employe has been promoted, his new wage is based upon the rate of increase applicable to the new schedule governing the position to which he has been promoted.

(2) In applying these percentages to the hourly, daily, monthly, or mileage rates for December, 1915, in order to determine the rates to be applied, beginning January 1, 1918, each decimal fraction over 1 per cent shall be equalized as follows:

Less than one-fourth of 1 per cent, as one fourth of 1 per cent.

"Old" rates are those of December, 1915.

Over one-fourth of 1 per cent, but less than one-half of 1 per cent, as one-half of 1 per cent.

Over one-half of 1 per cent, but less than three-fourths of 1 per cent, as three-fourths of 1 per cent.

Over three-fourths of 1 per cent, as 1 per cent.

(3) These increases are to be applied to the rates of wages in effect on December 31, 1915. They do not represent a net increase at this time.

(4) As to the employe who may have been promoted since December 31, 1915, his increase will be based upon the rate of his present position as of December 31, 1915.

(5) As to the employe who has been reduced in position, his increase will be based upon the rate of his present position as of December 31, 1915.

(6) The new rates named herein, where they are higher than the rates in effect on January 1, 1918, will be applied to the occupants of positions that carried the rates in December, 1915.

(7) In those cases where increases have been made by the railroads since December 31, 1915, in excess of the amounts herein ordered, present wages shall apply, for in no instance shall the application hereof operate to reduce present rates of pay.

(8) Reductions in hours between December 31, 1915, and January 1, 1918, are not to be regarded as increases in pay.

(9) The wage increases provided for herein shall be effective as of January 1, 1918, and are to be paid according to the time served to all who were then in the railroad service or who have come into such service since and remained therein. The proper ratable amount shall also be paid to those who have been for any reason since January 1, 1918, dismissed from the service, but shall not be paid to those who have left it voluntarily. Men who have left the railroads to enter the Army or Navy shall be entitled to the pro rata increases accruing on their wages up to the time they left, and the same rule shall apply to those who have passed from one branch of the railroad service or from one road to another.

(10) This order applies to foremen, chief clerks, and others employed in a supervisory capacity, as well as to their subordinates.

(11) This order shall be construed to apply to employes of railroads operating ferries, tugboats, lighters, barges, and any other floating equipment operated as terminal or transfer facilities, but shall not be construed as applying to railroad employes on cargo and passenger carrying equipment on lakes, rivers, or in coastwise or ocean traffic.

(12) The provisions of this order will not apply in cases where amounts less than \$30 per month are paid to individuals for special service which takes only a portion of their time from outside employment or business.

(13) Office boys, messengers, chore boys, and similar positions filled by employes who are under 18 years of age will receive the following increase per month:

\$20 increase per month where December, 1915, rate was from \$30 to \$45 per month.

\$15 increase per month where December, 1915, rate was from \$20 to \$30 per month.

\$10 increase per month where December, 1915, rate was less than \$20 per month.

ARTICLE III.—RULES GOVERNING CONDITIONS OF EMPLOYMENT

Section A.—The Basic Eight-hour Day

The principle of the basic eight-hour day is hereby recognized. Where employes are paid upon a daily or monthly basis, the new compensation herein established will apply to the number of hours which have heretofore constituted the actual day's work. For example, where an actual day's work has been 10 hours, the new compensation will cover the 8 basic hours and 2 hours overtime. Additional overtime will be paid pro rata.

METHOD OF APPLYING BASIC EIGHT-HOUR-DAY RULES

- (1) Position which in December, 1915, paid \$2 per 9-hour day:
 - Old rate, \$2 per day.
 - New rate, \$2.51 for 8-hour basic day.
 - Overtime, 31.4 cents per hour.
 - New rate, \$2.83 for 9-hour service; 83 cents increase.
- (2) Position which in December, 1915, paid \$2.40 per 10-hour day:
 - Old rate, \$2.40 per day.
 - New rate, \$2.70 for 8-hour basic day.
 - Overtime, \$0.68—2 hours, at 34 cents per hour.
 - New rate, \$3.38 for 10-hour service; 98 cents increase
- (3) Position which in December, 1915, paid \$75 per month, working 10 hours per day for 26 working days:
 - Old rate, \$75 per month
 - New rate, \$84.60 per month basic 8-hour day.
 - Overtime, \$21.15—52 hours, at 40.67 cents per hour.
 - New rate, \$105.75 for same service; increase, \$30.75.

- (4) Position which in December, 1915, paid \$100 per month, working 11 hours per day for 31 working days:
 Old rate, \$100 per month.
 New rate, \$95.82 per month basic 8-hour day.
 Overtime, \$35.93—93 hours, at 38.64 cents per hour.
 New rate, \$131.75 for same service; increase, \$31.75.

Section B.—Rates of Pay for Overtime

This order shall not affect any existing agreements or practices for the payment of higher rates of pay for time worked in excess of any standard day. Time worked in excess of the basic eight-hour day hereby established will, when there is no existing agreement or practice more favorable to the employe, be paid on a pro rata basis, as indicated in section A of this article.

Section C—No Reduction in Total Increase

Pending consideration by the Board of Railroad Wages and Working Conditions hereinafter provided for, no reduction in the actual hours constituting a day's work shall operate to deprive any employe, paid by the day or month, of the total increase in pay granted him by this order.

ARTICLE IV.—PAYMENTS FOR BACK TIME

Each railroad will, in payments made to employes on and after June 1, 1918, include these increases therein.

As promptly as possible the amount due in back pay from January 1, 1918, in accordance with the provision of this order, will be computed and payment made to employes separately from the regular monthly payments, so that employes will know the exact amount of these back payments.

Recognizing the clerical work necessary to make these computations for back pay and the probable delay before the entire period can be covered, each month, beginning with January, shall be computed as soon as practicable and, as soon as computed, payment shall be made.

ARTICLE V.—EMPLOYMENT OF WOMEN

When women are employed their working conditions must be healthful and fitted to their needs. The laws enacted for the government of their employment must be observed and their pay, when they do the same class of work as men, shall be the same as that of men.

ARTICLE VI.—COLORED FIREMEN, TRAINMEN AND SWITCHMEN

Effective June 1, 1919, colored men employed as firemen, trainmen and switchmen shall be paid the same rates of wages as are paid white men in the same capacities.

Back pay for period January 1, 1918, to May 31, 1918, will be based only upon the increases provided in Article II of this order for such positions. Back payments will not apply to the further increased rate made effective by this Article.

ARTICLE VII.—BOARD OF RAILROAD WAGES AND WORKING CONDITIONS

There is hereby created a Board of Railroad Wages and Working Conditions which shall consist of the following members: J. J. Dermody, F. F. Gaines, C. E. Lindsey, W. E. Morse, G. H. Sines, A. O. Wharton.

This Board shall at once establish an office at Washington, D. C., and meet for organization and elect a Chairman and Vice-Chairman, one of whom shall preside at meetings of the Board.

It shall be the duty of the Board to hear and investigate matters presented by railroad employes or their representatives affecting,

- (1) Inequalities as to wages and working conditions, whether as to individual employes or classes of employes.
- (2) Conditions arising from competition with employes in other industries.
- (3) Rules and working conditions for the several classes of employes, either for the country as a whole or for different parts of the country.

The Board shall also hear and investigate other matters affecting wages and conditions of employment referred to it by the Director General.

This Board shall be solely an advisory body and shall submit its recommendations to the Director General for his determination.

ARTICLE VIII.—INTERPRETATIONS OF THIS ORDER

Railway Board of Adjustment No. 1 is authorized by Article 9 of General Order No. 13 to perform the following duty:

Wages and hours, when fixed by the Director General, shall be incorporated into

existing agreements on the several railroads, and should differences arise between the management and the employes of any of the railroads as to such incorporation, such questions of difference shall be decided by the Railway Board of Adjustment No. 1, when properly presented, subject always to review by the Director General.

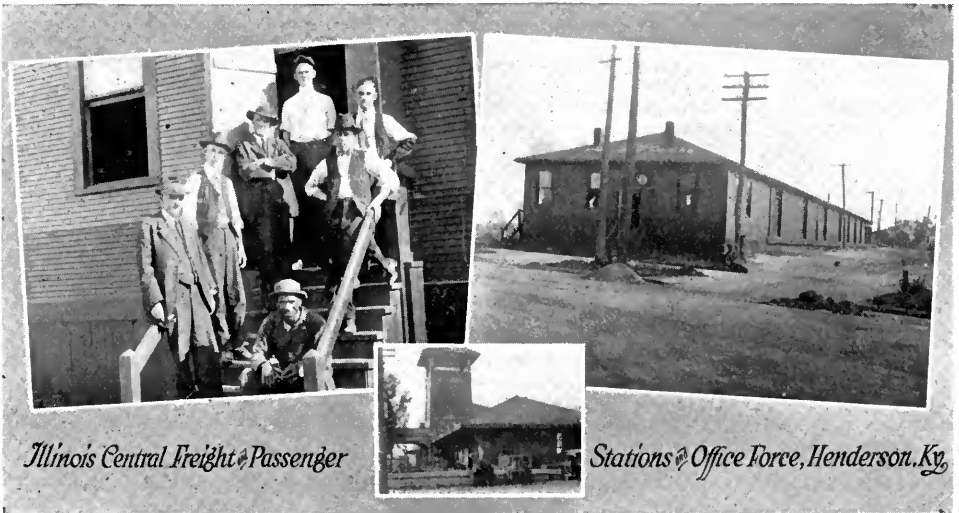
In addition to the foregoing, other questions arising as to the intent or application of this order in respect to the classes of employes within the scope of Railway Board of Adjustment No. 1 shall be submitted to such Board, which Board shall investigate and report its recommendations to the Director General.

Similar authority may be conferred on any additional Railway Board of Adjustment hereafter created.

Decisions shall not be rendered by such Boards until after approval by the Director General.

Prior to the creation of additional Railway Boards of Adjustment to deal with questions as to the intent or application of this order as it affects any other class of employes, such questions, with respect to such employes, shall be presented to the Director of the Division of Labor, United States Railroad Administration, Washington, D. C.

W. G. McADOO,
Director General of Railroads.



Illinois Central Freight & Passenger

Stations & Office Force, Henderson, Ky.

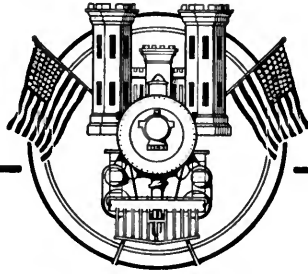
Mr. Markham is on the Job

Charles H. Markham, the new director of railroads for the Allegheny district, talks like a man of judgment and discretion. The interviews which he has given to representatives of this newspaper are sane and sensible. He announces that he intends to work with the men who can help him in facilitating the movement of freight and that he is not going to hold any inquests, but is looking ahead. His job is to move cars and he intends to move them, and he intends also to co-operate with

the shipping board in the handling of freight.

Of course, he was expected to be a man of executive ability. It is gratifying to find that he is more than that. He understands human nature. The admirable temper of his statements justifies the hope that he will inspire the men who are to work with him with confidence in him and with a determination to exert themselves to the utmost. —*Evening Ledger, May 31, 1918, Philadelphia, Pa.*

MILITARY



DEPARTMENT

A Letter from Major Bent

April 20, 1918.

Dear Mr. Anderson:

A train load of young boys, artillerymen, going to the front for the first time passed through today. They were cheering and singing and as happy as though they were going to a picnic. This was not a matter of ignorance of conditions into which they were going, for in the past three years and more, many, if not all, have had the horrors of war brought forcibly to their attention by the loss or injury to some dear member of their families, but they were full of that grand spirit of patriotic pride which fills every Frenchman's heart and makes him happy to go forth to fight and maybe die for his native land.

When they saw my American uniform the cheers redoubled for the Americans are becoming very dear to the hearts of the French, more so than the English for the nature of an Englishman inclines him to be cold towards those whom he does not intimately know, whereas the American has that happy, go lucky way of taking everybody up as a good fellow until he proves otherwise. Further all the reports of officers and the statements of Poilus are that the Americans are a daredevil lot and shrink from nothing, that they will go over the top just as readily in the daytime as at night. A French Colonel, commanding all the artillery of an Army Corps, (for the French do not have the custom of making as many General Officers as we do) said that the fire and work of our artillerymen was excellent, better than he had seen of any other organization. This remark he made at our table while taking dinner with us a few days ago.

There is no question but that we will win the war in time, but that time will depend on the speed with which Uncle Sam gets men over here into the fighting line. Everything done at home for the war helps, but fighting men and nothing else will win this war so that there will not be a repetition when Germany gets ready again. No peace will be lasting until Germany is driven off of every foot of foreign territory and forced on her knees to beg for peace. If we accept peace offered by her while she is on French soil, simply because she finds that at this time she cannot carry out her plans of conquest, we do not kill the spirit which prompted all this warfare and we can never be sure of a lasting peace.

All the remarks made by fanatical critics of the army's morale are rot, plain rot. The life of the men here is in every way better than that of the same men when they were home. Men who are constantly living with death for a traveling companion are not inclined to lead the same careless life that they did at home. Further the temptations are not as prevalent. Strong liquors are not to be had except in isolated cases where some cafe has had them in stock for a long time and not sold out. Champaign, of course, is sold but not to soldiers of the American Army. Further, as you have seen from the pictures of the territory in which the great majority of the men are operating, the greater part of the cities and villages are a mass of ruins and the stores and cafes are a

thing of the past. Most of the men are dependent upon what is furnished and sold by the Government, even if they have the money and desire to purchase other things, for nothing else in any quantity can be obtained elsewhere in the neighborhood. The mothers, wives, sweethearts and others of the boys who came over here can well be proud of them and can rest assured that they are not doing things which will bring pain to their hearts.

Your friend,

C. L. Bent,
Major, 13th Engineers, Ry., U. S. A.

A Letter from Lieut. J. W. Kern, Formerly of the Engineering Department, Illinois Central Railroad Company

France, Feb. 14, 1918.

My Dear Mr. Baldwin:

It was a great pleasure to receive your letter several days ago, and it is much appreciated because I know how fully your time is occupied and how little you have for letters of such nature. Letters from home and from our friends are a great boon to us, as you can easily imagine, and the arrival of mail, even tho in many instances much delayed, puts everybody in good spirits.

To the Illinois Central men, anything regarding the happenings on the system, is naturally, of great interest, for though we are far removed, and our efforts directed in a different channel, none of us have or will cease to feel that the opportunities we collectively and individually now have for proving ourselves in the great common cause, were furnished by the Road and so its interest is ours, in almost the same sense as when we were helping solve the problems of its operation before we came away.

Our unit, as perhaps you know, is attached to the French Army, a distinction, I believe enjoyed by no other American unit. We have been told also that we were the first to get into active service, but I am not sure that this is a fact. At the outset we labored under considerable difficulty, owing of course to the new methods, to which none of us were accustomed, and to our none too fluent command of French. This latter obstacle was and is still combated by a copious supply of interpreters who in many instances have assumed the role of instructors to both officers and men. In taking over the line assigned to us, and operating strictly under French rules, the first thing that struck us was the simplicity of their operation. Great care had to be exercised to overcome a tendency toward what might be termed "contempt" for methods which seemed so far behind our own. As time passed, however, and officers and men had occasion to apply these methods, their merits became abundantly apparent. Coming from a live American railroad where trains are run by such different methods from those we found here most of us found that one virtue we had to acquire, if it was not already possessed, was patience—and this is applicable not only to train operation, but to everything we have to do.

The French are capable of respect for the most minute details. Their construction and maintenance standards are, in many features, woefully behind our own, but are quite adequate for the requirements. They invariably, in construction, pay the most careful attention to drainage and their cut-slopes are conformed to section in a manner that would be particularly pleasing to your eye. I have been astonished to see borrow pits neatly excavated, the slope cut

to true line, and the material removed to a uniform depth without a semblance of raggedness or unsightliness—this care is evident in everything they do.

On the roads I have seen, the rail used is about the same type as American rail. They employ the chair rail to some extent, but it is becoming rare. The new rail delivered, is of 36 K. and 46 K. section, corresponding very nearly to our 7506 and 9020 patterns in weight, although the section resembles somewhat the "Frictionless" section employed to some extent on the Illinois Central, in that the head is narrow and high. Screw spikes are used, the cut spikes being unknown. Ties, practically all of soft wood and treated, are adzed and bored for different sections of rail before they are delivered for use. The adzing, effected by machinery, and a method which appears to be a most excellent feature of maintenance, inclines the head of the rail toward the center of the track. Six screw spikes are used per tie, with two inside the rail and one out on alternate ties, and vice versa. Flange wear on curves is practically negligible here as compared to what we have in America. Wide gauge, though not uncommon, is not what might be expected in the absence of tie plates which are very rare. The lightness of equipment is responsible for this, line and surface being quite easily maintained. The switches are much the same as our common split type and are very carefully built. Owing to the adzing and boring of the ties, each switch tie must be spaced with precision, and consequently switches are usually built complete before being lined to their place in the track.

For the past two months I have been in the Transportation Department and am now performing the duties of a Trainmaster. We are using American locomotives and French cars. Coming from a land of big cars and heavy loads these little wagons, as they are called, varying in capacity from ten to twenty tons each, looked odd to us indeed. But there are a great many of them and the small car and light load one finds here, are seemingly a strong incentive to the reduction of road and equipment maintenance expense, and are a very good argument in their favor. There are, of course, no figures available, but from observation I would judge the expense of repairs to road and equipment to be almost negligible as compared to similar expense in the United States. This is attributed to the universal use of the small car.

There is, as you know, very little if anything of a specific nature that we can write, owing to the censorship. We are having our ups and downs, but everybody is thriving on the life we lead, which is simple and methodical, but by no means devoid of excitement and interest. Not a great while ago Capt. Walsh, Capt. Arn and myself had a trip together which was indeed a rare experience. I spent the night at Capt. Walsh's quarters the night before, and we had to arise at four a. m. for the trip. Capt. Arn joined us enroute and while the long day tired us greatly, our interest kept us from lagging until we had returned. During the day we were conducted to where we could see plainly the Hun's trenches, and were also accorded the privilege of exploring some of his colossal subterranean exploits beneath territory he formerly held, but now held by the French. Our hosts were very courteous and hospitable and most excellent dinner was served us several feet beneath the surface of the ground. I have read much of the work of the French artillery, but not until this trip was I enabled to see how wonderfully effective and complete it is.

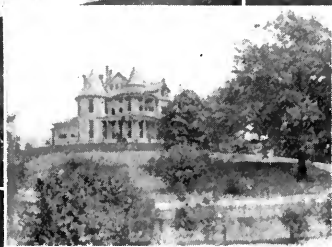
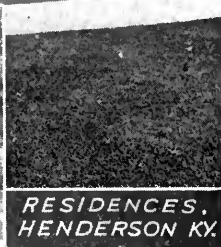
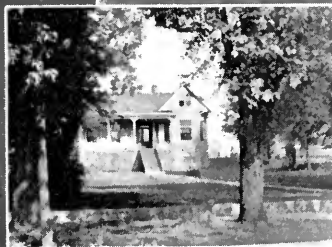
Every man in Company "A", in fact every man in the regiment from the Illinois Central, was pleased immeasurably at the way they were remembered at Christmas, both by Mr. Markham's cordial letter and the abundance of useful things that were sent us. It was certainly very thoughtful and needless to say, deeply appreciated.

Please remember me cordially to all my friends and especially to Mr. Thompson, Mr. Brumley and Mr. Blaess. We all hope very much indeed that you are through with the hardships of the winter we have been hearing of, and I hope fervently that you wont soon have to be watching anxiously, the gauge readings of Cairo, and thence to Vicksburg. With best wishes,

Sincerely,

J. W. Kern,

13th Engrs. (Ry). U. S. Army.



RESIDENCES,
HENDERSON, KY.



Apple Industry, Henderson, Ky.

WINDY CITY ECHO

13TH ENGINEERS, (RY) U. S. AMEXFORCE IN FRANCE

Vol. 1. No 3.

APRIL 13, 1918

PRICE 2 $\frac{1}{2}$ Washers

THE HISTORY OF THE THIRTEENTH

By D. L. ILETTE

Shortly after the United States entered the War, a French commission came to America for the purpose of outlining the ways in which our Government could render the greatest amount of assistance in the quickest possible manner.

The French stated that one of their greatest needs was the strengthening of their transportation machine. A group of the foremost railroad men of the country immediately set about in conjunction with the Army Corps of Engineers, the assembling of regiments of railroad men who were willing to throw up their jobs and start at once for France.

The work called for not only the maintenance and construction of roadway and track, and the upkeep of motive power and rolling stock, but also the actual operation of military railroads.

Therefore, plans were made for the immediate formation of nine regiments, each regiment to consist of railwaymen of different branches of service. In other words, certain regiments were to be composed of construction men, others, of mechanical or shop men, and still others skilled in the operation of railroads. Our regiment was recruited from men in the latter class, and it was altogether fitting that Chicago, the greatest railroad center in the world, was chosen for our Headquarters.

Before passing on to the history of our organization, let it be said here, that so far as is known, the Railway Engineer regiments as a whole, was the only branch of military service in which men were required to furnish testimonials as to character and ability before being allowed to enlist.

Wednesday, May 9th, 1917. " Captain R. D. Black, Corps of Engineers, U. S. Army, reported at Headquarters, Chicago, Ill. for duty."

" And that the way our troubles began " Captain Black, now Colonel of some pioneer Engineer regiment, the man who had more to do with the organization of our regiment than any other, do sooner arrived in Chicago than he began to lay the foundations for our organization, the then Third Reserve Engineers. Conferences were held with Colonel W. C.

Laogitt, (now Major General Laogitt in charge of the Service of Utilities) President Felton of the Great Western and Major C. L. Bent of the Illinois Central at which plans were made for Headquarters offices, recruiting offices, list of Reserve Officers discussed and recommendations for commissions approved and forwarded to Washington. Room 847 of the Peoples Gas Building was immediately taken over for Headquarters offices and recruits were to be enlisted at 601 West Madison Street. Quite a number of clerks from the general offices of the various railroads immediately went into service, and by the way, cheerfully and willingly worked ten to fifteen hours a day assisting in the organization. Robert B. Clark of the I. C. had the distinction of being the first to enlist, May 15th, 1917, and was at once assigned to duty as Regimental Sergeant Major. From that date on recruits began to come in from the following roads:

Illinois Central
Chicago, Rock Island & Pacific
Chicago Great Western
Chicago, Milwaukee and St. Paul
Chicago & Northwestern
Atchison, Topeka & Santa Fe.

These men were enlisted as rapidly as possible and then sent back to their respective occupations to await the call to active service.

In the meantime authority had been received from the Mayor of Chicago to use the south wing of the new Municipal Pier in which to quarter and feed the regiment, and if it can be said that our regiment has a home, everyone will agree that few regiments can claim a better one. Who will forget those happy days on the Pier even though the time was mostly taken up with squads left and right and other manœuvres of less or greater importance, or those nights down at the big dance and concert hall, where after trotting the fox with your Chicago girl, you could just step out on the promenades and let the cool lake breezes, soft lights and shady nooks stir up all your sentiment, and, incidentally cause you to forget all about taps and the guard.

On May 12th, Headquarters were moved to a suite of rooms on the 11th floor of the Monadnock Building and in addition to the offices of Colonel Laogitt

(Continue Page 5, Col. 1)



YMCA

By J. M. JENSEN

At the beginning of February R R Jenkins took charge of the Y M C A at the Windy City. Mr Jenkins is a railroader from the start having worked several years for the Erie and Denver & Rio Grande Railroads before becoming connected with the Y M C A. In this work he was located in the Baltimore & Ohio at Lorain and later at Chicago Junction, and was identified with the movement which resulted in changing the name of Chicago Junction to Willard, after the president of the B & O.

On March 13th Mr Louis R. Smith arrived to work with Mr Jenkins. Mr Smith hails from Omaha and has done Y M C A work with the National Guard at Deming, New Mexico, and in France with troops on the Lines of Communication.

On the first two Sundays in March we had two very interesting speakers: with us Dr G H Crawford, President of Allegheny College, Meadville, Pa, and Bishop McConnell of Denver. Dr Crawford's subject was " How to Win " and Bishop McConnell told of his visits among many American camps both in France and back home.

The long expected shipment of athletic goods arrived early in March and includes indoor and outdoor balls, masks, gloves, bats, basebats, footballs, medicine balls and a punching bag.

What was probably the best entertainment put on by the Y so far was given March 18th by the Dushker Concert Company, comprised of Mlle Moria Gondel, soloist, Samuel Dushker, violin, Jean Virce, piano, and Jules Ligree, magician. All the numbers made a big hit, but the greatest hand went to Mlle Gondel, whose French ballads, and American popular songs brought down the house.

HERO SPEAKS HERE

Sergt Bernard S. Wolff, late of the 13th Engineering corps, wounded at... and among those rescued when the steamship Finland was sunk by a submarine, will speak to-morrow night at the patriotic mass meeting in the Woodlawn Masonic Temple, East 64th street, and University avenue.

(Chicago Daily News)
(February 18th 1918).

Where do you go from here?

2

WINDY CITY ECHO

The unofficial organ of the 13th Engineers Hy. U. S. Army. Published monthly on the 13th. Price 25 centimes per copy. On sale at YMCA, Company offices, and all detachments. Remittances are to be made to the Treasurer, and request for additional copies addressed to the Circulation Manager.

S. L. Beckwith,	Editor-in-Chief
D. I. Hette,	Associate Editor.
J. E. Rogers,	Sporting Editor.
W. G. Burns,	Business Manager.
C. C. Woods,	Circulation Manager.
W. N. Bissell,	Treasurer.

EDITORIAL

Up to the time of going to press this month, no one has come across with the material for an obituary notice, although a good many of our readers have within the past month come as near to putting on their golden slippers as they could wish.

Last month's issue with the extra sheet for the Windy City ad and the cartoon sold well but we will have to go back to our pages unless some Hog W. Shakespeares take their gas masks off.

We get plenty of Company personal news but considering the small number of people that such items have any interest for, the space that it takes is not warranted. When a man sends in some news of this kind that he has taken time and trouble to prepare, and sees the issue come out with none of it printed, it is a good bet that we are out one correspondent.

For the present we will try having each detachment send in its own news, and print as many of them as space will permit.

For the past few weeks a number of men have been getting together in the Officers' Mess room Thursday evenings at 7.30 and taking sides in debate on live questions of the day. All the men of the regiment are welcome to take part, and it is such a highly profitable and enjoyable way of spending an evening that all the meetings should be well attended.

The Stars and Stripes, the A. E. F. newspaper is now going strong and comes out every Friday with eight pages of general news about army and navy matters here and at home, as well as considerable dope from the world of sports and contributions from men in the service. More than five hundred men in the 13th have subscribed to it for the first four-month period.

Lest you forget, the following men from this regiment are sick at the base hospitals, and a few words in the form of a letter from you fellows will go a long way towards whiling away the hours while they are convalescing:

Master Engineer C. S. Eronson	} Base Hosp. No. 15
Private R. H. Vogel	
Private O. L. Nicholson	
Private S. H. Waterman	) Base Hosp. No. 36

The following is pulled in the Follies now running in Chicago: From the time of his arrival at a certain training camp in the States, a rookie attracted a great deal of attention because he continually was snooping around after something he never could find, and saying, "Thats not it, thats not it". Finally he was examined and found insane, and was promptly released from service. As he stepped on the train for home, he took a long look at his discharge and marmured, "Thats it".

The Daniel D'a are running a contest to see if any of their number can make a list of the duties of a Wagoner in less than two thousand words. The prize is a handsome brown derby.

The Y will give you a song book about "Keep the Home Fires Burning" but no directions are furnished for camouflaging a briquet so that it will get by the Censor.

THE OFFICERS' PROMOTION

It is with great pleasure we have the opportunity to announce that most of the officers on duty with the regiment have advanced a step upward. The places they are now filling were held by officers now transferred to another branch of the service.

As the Colonel remarked to the men the other evening, prior to his introducing Bishop Mc Connell who was here to speak on the war, these promotions should inspire every man in the regiment to do his utmost, as it has the tendency to show that other vacancies would, in all probability be likewise filled from our own men.

THE BAND

Hats off to Band Master Benedict. He has accomplished wonders with the band in the past few weeks. True, they have the chances for daily practice, but the improvement they have shown has been remarkable. Their playing is a credit to any organization and you can look forward to some bully concerts this summer.

The following members constitute the band:

I. C. Benedict	— Band Master
J. Domejer	— Cornet
H. Hopkins	— Cornet
E. A. Creech	— Cornet
O. Wesler	— Clarinet
F. Smith	— Clarinet
M. Barton	— Clarinet
F. Gahan	— Earihone
P. Carr	— Baritone
O. Moerke	— Alto
W. Wilbur	— Alto
J. Adams	— Bass Horn
L. Towner	— Bass Horn

M. Sweeney	— Trombone
L. F. Drexler	— Trombone
T. V. McMannamon	— Trombone
R. Jennings	— Snare drum
R. Waters	— Bass drum
R. Gooch	— Cymbals.

WHY DIDN'T I WAIT TO BE DRAFTED?

Why didn't I wait to be drafted,
And be led to the train by a band,
And put in a claim for exemption,
Oh! why did I hold up my hand?
Why didn't I wait for the banquet,
Why didn't I wait to be cheered,
For the drafted me get all the credit,
While I only VOLUNTEERED.

And Nobody gave me a banquet,
And nobody gave me a kind word,
The grind of the wheels of the engine
Was the only goodbye that I heard.
Then off to the Camp I was hustled
To be trained for the next half year,
And then in the shuffle forgotten,
I was only a VOLUNTEER.

And maybe some day in the future
When my little boy sits on my knee
And asks what I did in the Conflict
And his little eyes look up to me
I will have to look back as I am blushing
To the eyes that so trustingly peer
And tell him I missed being drafted,
I was only a VOLUNTEER.

THE ANSWER

Why didn't you wait to be drafted?
The answer is simple enough,
You needed no brass band to lead you
You're made of the right kind of stuff.

Your banquet will come when its over —
That's when you will want to be cheered,
And when you know you deserved it,
Because you volunteered.

Don't get discouraged so quickly,
From what I have seen I've a hunch
That out of his millions of soldiers,
Uncle Sam likes you best of the bunch.

You don't complain of your duties,
Of hardships you have not to fear;
You lick up your meals with a relish —
Because you're a volunteer.

You weren't dragged in by a number
As though you were nothing at all,
And you didn't go round with a frown on,
Afraid that your country would call.

You didn't buy every paper
And scan the draft columns with fear;
You marched right along with your head up
Because you had volunteered.

What if the little draft Willies
Do get a little more praise;
Praise will not get the kaiser,
It's real work that we want these days.
Just keep your eyes on Berlin, boys;
Never mind about brass bands and cheers,
The glory will go to the heroes,
And they'll be the volunteers.

G. H. BEYER.
Co. A.

SPORTS

Private J. E. Rogers is our new Sporting Editor. He will write all articles hereafter pertaining to sports and is going to help the Chaplain organize a baseball league toute de suite. We know he has the pep and is well liked by the men. All detachments large enough to form a team write in and the smaller detachments bunch together so all can get a chance to play. Through the efforts of Lt. Cutler we have received some athletic equipment from the Y. M. C. A.

JOJO Illette is a second Happy Felsch when it comes to pulling down the line drives in the outfield.

Headquarters Company team issues a challenge to any indoor team in the regiment.

The Proprietor of Mott's Cafe is a world heater on one hand stabs. That ought to get a fellow seconds. Eh!

Boone Rogers is our first holdout. He wants more dough before signing his contract as umpire.

The baseball team composed of members of the Band won their first game on Sunday March 24.

Things that seldom happen. Rags O'Gallagher stopping at third base on a two bagger.

Bill Gorman sure stops everything that is hit on the right side of the infield.

Did you see the old timers working out? Chas Gorman, Claude Cox and Ferguson of Company B. sure look like big leaguers.

We have received a few tennis nets and rackets from the Y. M. C. A. Those interested in that sport will have a chance to work out

SOMETHING OF INTEREST TO MASONS

At an open meeting of the Heather Hill Masonic Club, held in the evening of the 27th of March, there was a large attendance of both members of the Club and Masons who had not had the opportunity of joining, up to date.

After the ordinary business meeting had been disposed of, President Case called on several members of the Club and others to say a few words, and each responded with interesting talks on Masonry and the aims and efforts of the Heather Hill Masonic Club.

There was then a discussion of certain benevolent propositions concerning the comfort and welfare of all brother Masons or others who might come within reach of the organization and the necessary resolutions were offered and adopted, after which the meeting adjourned.

For the benefit of those who were unable to attend this meeting, and to any others to whom this matter will be of interest, the following information is given.

The Heather Hill Masonic Club was formed on a heather covered hill just back of our camp in England, the Charter members being Masons of Companies A and B, who have had the hearty co-operation of Masons in the rest of the regiment.

Much interest has been shown to date and the attention of those interested in this movement is called to the articles which will appear in this publication in the future, from time to time.

FOOTBALL

1st French Infantry vs : 13th Engineers.

On Saturday March 23rd these two teams met at . . . and we were defeated 6 - 1. In the fore part of the game we were able to hold our own, until Brennan and Tom Garland were injured. Meusdorf played a wonderful game at Center Half, and Fraser and Gelzer did very well at Center and Outside Right. Simon was injured shortly after the beginning of the second half, and considering the fast team play of the French against our handicaps of injuries and lack of practice, it is a credit to our men that the score was so small.

Co. F

E. A. Creech - Editor.

A short time ago, a marine asked Pvt. (Red) Murphy, if he was a soldier or a civilian; I would tell you Red's answer if the censor would permit it.

Corporal Johnson and Pvt. Geo. Gunter, have been transferred to the . . . th, Engineers. We were all sorry to lose them, as both were well thought of by all Co. F, men, and our best wishes go with them both; we feel assured, they will carry out their new duties in a thorough and diligent manner.

Hold on to the "pie books", boys - no seconds.

Did I hear some one say that, Pvt. (Red) Barnes learned to fly an aeroplane in two days? If I quote incorrectly, some body please write me quick:

What's the matter with the poets from Sgt. Harrison's detachment? Get busy and send some in.

For rent : - First class barracks, at the East end of the line. - (?)

Pvt. "Danny" Butler's eyes were popping out of his head as he described his experiences to us, the other day; he said he counted twenty of them, whistles and all.

THE DEFINITION OF AN ECHO

The definition of an Echo runs something like this: repetition of sound due to sound waves. To comprehend its full meaning, give yourself a practical demonstration. The echo we have in mind is the recently born, perfectly sound, up-and-coming regimental paper published by the pride Windy City - the 13th Engineers. It is used to promote friendliness, encourage co-operation and increase efficiency among "us soldiers" and their friends. Honest, Miater, we are soldiers. The Echo, a shout, a scream,

and a whoop, which on the rebound transforms itself into a human help. Let us all help to make it the best and most successful publication in its class.

If Issue No 3 shows as much improvement over the deuxieme dig over the first weekly effort (excuse our throwing brick-bats), then it will truly reflect the organization, whose cause it engenders.

Now, let us boost! We'll start by "tooting our own bugle".

Company F's personnel is "Westerners", as they would say on Broadway. Perhaps that is why we have such a lofty opinion of ourselves. Nevertheless, we all can stand unhitched.

But back to the Echo. Company F suggests that all stop knocking and go to digging. Better still - push. If you can't pull, please get out of the way

JAEGER.
Co. F.

AMUSEMENTS

**Special Excursion Rates
to Nowhere In France
500 franchises Will See You
Thru, and That Isn't All.**

**Teiny and Toney
in
Dishing The Dirt
Cafe De Petite**

**To Avoid The Rush
Reservations
Should Be Made Now,
For Boats to America**

**Coming Attractions :
Nightly Appearance of Fritz
In His Great Act
" I Dare You To Live "**

**Racing Season to Open Soon
Follow the Crowd
And Get A Good Place**

GRAND OPERA

**Night Performances only
" The Flying Dutchman "
By Boché de Bomb**

Chorus of 40 tons of High Explosives
Rendered By The Hun-o-plane Band

**Great Show At the Mess Halls
Entitled
" Too Many Cooks "
Playing to Capacity
3 Performances Daily**

HEADQUARTERS

Corporal Jas. J. Casev — Editor.

Beck took Butch Turner and his new suit to Nice were they made them all sit up and take notice. They sat up so long that they were a day late in returning.

Lieutenants Tope, Smith and McConnell have all returned from their sojourn in the southern part of France. They all say Nice is nice.

Major Arn must have his cold plunge, but the bath room is vacant while he is taking it. Most of the boys dislike water, hot or cold.

Hags O'Gallagher is some boy. He held down three jobs in one day. Stenographer, orderly and truck loader.

Headquarters Company received an addition of about six feet three inches last month. McDowell is welcomed with open arms.

Shine Roberts, Crab Stark, Fitz Bushnell, Torrington Kid Dew and Drexler have joined the Baldheaded Club.

The Boys held a wake over Private Burns the other night. He was in grand state of preservation.

Much activity in camp the last few days moving barracks, etc. Even the Mounted Stenographers were on the job.

Sergeant Warren has designs on the life of his shote.

Dinty Walsh has lately received Easter Greetings and a large amount of cakes and candy from the kindhearted lady who has adopted the Daniel D's. Many thanks Mother.

Have you picked out your spring dugout yet? Latest styles at Hill's.

R. D. Coulter has been busier than the proverbial one eyed dog in a sausage store. We did not think that there was as much equipment in France until we volunteered to help move it.

It is worth the chips to watch Fritz Bushnell cook some one elses pancakes. Every time he finishes one without burning it does a buck and wing dance.

Co. A

Corporal D. R. McKee — Editor

The following changes have been made in the Officers of this Company:

1st Lt. G. T. Sheehan, transferred from the Company for service with the Railroad Transportation Corps.

1st Lt. F. P. Nash promoted to Captain and appointed Adjutant, 1st Battalion.

Lt. J. W. Kern promoted to 1st Lieutenant. The members of Co. "A" are all pleased with the promotion of Daniel D. Coons to 1st Lieutenant and Richard C. Boyer to 2d Lieutenant, and their assignment to this Company.

Now! All together boys. Three cheers for the "Sammy Backers"!!

Mike Kinney is congratulating himself on his possession of the sixth sense which enabled him to be a short distance removed from an unpleasant occurrence.

Granvel Bayles grew such a crop of camouflage that he attained the cognomen of "Gris", but now it is all removed and he looks human again.

Congratulations are now in order for Fred A. Saar, whose appointment as Master Engineer is announced.

For a particular reason Sgt. Scharber was glad to see a "Y.M.C.A." worker from Denver, who recently visited this Regiment.

Rumors are current of our one-time Sergeant Deardorff having comprised the entire band at a parade at the Officers' Training School. We are of the opinion that Deardorff is lost to us by reason of his attendance at the Training School.

Letter recently received from Matthew Baldwin indicates he has recovered from the illness brought on by the gastronomic feats he performed in disposing of cakes and syrup after his transfer to an organization which receives the benefit of real American rations.

We leave it to Robert Springer to say how uncomfortable one of the brakeman's roofs can be under certain circumstances. We are glad he is able to tell us.

An article entitled "To The Guy Who Landed Her" in a recent issue of the "Stars and Stripes" appealed especially to Corp. Boyd and we surmise the said article will be dispatched to a certain locality in those United States.

Co. C

Sgt. C. C. Harrison — Editor

The Old Timer's Lament

I have been railroadng since 1877

I have pleased and displeased people ever since. I have been cussed, discussed, boycotted, talked about, lied about, lied to, hung up, held up and helped up.

The only reason why I continue in the profession is to see what the hell is going to happen next.

Get out and get under, you east-god birds — Ten to one they don't get Don Greson.

Pvt. Fred Sunshine Locke, our Chef de Cuisine, says six meal tickets wouldn't cover some meals he serves. Look out, Collip, he's got your number.

Corp. Bryan, our worthy judge and section foreman, speaks four different languages, to his Anamites, most profane. They all swear by the judge, and after him too. However, he has taught them to hit the ball when Berryhill hoves in sight.

Why doesn't Pvt. J. A. Lindstrom limp in the left leg? Ask Fred Giles. John says that Giles has reinforcements from Ireland.

O. P. Hondlik, our venerable switchman and stove pipe propagandist, is back from his furlough in Paris, and is wondering if he will ever get squared up — Look at the fun you had Opie, wasn't it worth it?

Why does the east bound crew always ask how many crews up there now? There's a reason.

Doc Seagrove has just received money from home. Old friends take note.

Hats off to our solicitors. The 75th line shows an increase over last month. We've got the M. & St. L. faded at last.

Overhead in barracks: John, who won all the meal tickets. Bill: Don't know yet, watch who goes for seconds tonight.

When M. F. Clark has finished with his camouflage at Post No. 2 he agrees to put up a sign. This is it, but not in German.

Young Sheffer, the boy wonder at Post No. 1, has started a menagerie.

How many off the east end want to transfer to the detachment in the woods? Don't all speak at once.

Feedum Rice Baker has been appointed Chef de Kitchen, at our fair village.

Dick Sheffer is sure getting hard boiled. He now smokes cigarettes.

Co. D

F. J. O'Keefe — Editor

Our former 1st Sergeant W. E. Whisler, having completed his course at the Officers' Training camp, has returned to our regiment to await his commission and assignment to duty.

Twenty-four men from the 14th Engineers were transferred to the 13th to fill the vacancies caused by the transfer of some of our men to the 19th. Twenty-one of them were assigned to Co. D. The men who were transferred to the 19th were men who, by their past good record, had shown themselves capable of performing higher duties. They were all engineers and firemen and they will be assigned as traveling engineers and firemen with the 19th.

Our Chief Gardner, Corporal Myers, is the busiest man in France. He can call every seed by its French name.

Jess Taylor returned from Nice. He still has the floor.

Pink Simms is happy to-day. His pal McNally from Mills City was transferred to the 13th. They are going hunting tomorrow.

Supply Sergeant George Hittel is worrying a great deal lately. He is afraid the British have captured some of his cousins in their great drive. He says he don't care though if they only shoot them after they capture them.

Bill Coughlin is still on the pusher. From the push he gives you, you would think he was helping the Kaiser.

Our 1st Sergeant J. C. Mullin is trying out his new gun. Rube Olson could throw a brick much straighter than Mullin can shoot.

As we go to press, Sergeant Muoro is leaving for Paris. Ad and received a long letter from there this P. M.

We have not heard from our old friend Johnnie Miller since he left for the 19th Engineers. But we have heard of him.

Bill McMahon is still running the old 14 spot. Some mill.

Sylvester disagrees with Lincoln. He claims that Mullin can fool all of the people all the time and get away with it too.

Jerry Dillon is still cooking for Co. D. Haven't had rice for a month.

Private Burns entertained a few of his friends to one of the adjoining villages one night last week. None of them can remember when the party broke up, but they all claim that it was some party.

St. Patrick's day has come and gone — and not a single accident.

Just received some good news. Sign the payroll.

Sergeant Bernard intends to remain France after peace is declared. Just long enough to catch a boat though.

Kelly Keenan is going hunting a great deal lately. For a place to hide.

Bernie Schuoder thinks that the sweet potatoes turned out by Baldy Osterick is the best he had since leaving home.

Bilhorn is the only man in the regiment that can look over into Germany without stretching their necks.



(Continued from Page 1 Col 2)

and Captain Black, rooms were also opened up for Lieutenant-Colonel Howard and Captains Taylor, Walesch and Laramie.

On May 13th a meeting of all the officers who had reported for duty was held, and instructions given to each to make tours of their respective railroad lines to get recruits. Each railroad was to furnish a certain number of engineers, firemen, conductors, brakemen, machinists, clerks, boilermakers, M. of W. and B. & B. men and these soon came rushing into Chicago so fast that a special enlisting office had to be opened up for them in the Federal Building.

The first two weeks after the recruits began to come in they certainly had to go to a lot of trouble to get in the regiment. First they had to report to their own railroad offices, where they were directed to report to Headquarters 4107 Monadnock Building. Here they had to stand in line and wait until it came their turn to answer some very personal questions and later sent over to the Federal Building for physical examination. Here they stood in line again until ordered to strip and try to fool the doctor. After this ordeal they were sent to the enlisting office where they generally took a nice long rest until their name was called, when they had to answer a lot more personal questions while the clerk was typewriting the answers on their enlistment papers. Then of course, they took the oath for the duration, and from the way things look now it would seem that the boys who joined the Navy were lucky. They only enlisted for four years.

On May 21st the south wing of the Pier was turned over to us and a dozen or more men moved down there to work on the company mess kitchens, and receive and guard property that had begun to reach us. On May 23th over one hundred men had reported for active duty out of about 460 who had enlisted up to that date, and these were all kept busy on the Pier at one thing or another, but at night a great many were still in condition to become better acquainted with Clark street.

Towards the last of the month announcement was suddenly made one day that our uniforms had arrived and we were surely in one awful hurry to get them on and throw away our citizens' clothes. In fact some of us were so excited and proud of our military appearance that we thought we would give Chicago a treat and wear our uniforms down town, which we did, some of us forgetting to remove the tags which brought us added attention.

Well, those were our "rookie" days, and while now after nearly a year's service and seven months in the War Zone, we have become fully acquainted with the stern realities of military life, some of us can look back to those first experiences with smiles and happy recollections

(To be continued).

Co. E

John R. White — Editor.

- A is for Ahern, who bosses the cooks,
B is for Burns, who fills up the books.
C is for Conlon, who Chafa Motor cars
D is for DeCoursey, who'd look fine with bars.

E is for Erwin, without any peer
F is for Face, who keeps the track clear
G is for Gilligan, that detachment cook
H is for Herrington who knows him like a book.
I is for Ingoldshy, whose hot on the wire
J is for Jenczewsky, who pumps water like fire.
K is for Kennedy, a Duke of some fame
L is for Lindroth, who works on a train.
M is for McCracken, who makes lots of slum
N is for Nestor, who likes it—by gum
O is for Outward, the smallest up here,
P is for Ploen, who never touched beer
Q is for Quakers, there's none in the bunch
R is for Ring, who's there with the punch.
S is for Schafer, who heaves lots of coal
T is for Toye, who'll soon reach his goal.
U is for Uncle Sam, whom we're fighting for
V is for Veterans, after the war
W is for White, a lover of dolls
X is for Xavier, for whom Franzen falla.
Y is for Yankee, a name we hold dear,
Z is for Zimmer, he's there with the cheer

That vocal solo, "Sister Sussie's Sewing Shirts for Soldiers", rendered by John Rogers, at the Y.M.C.A. Hut Monday Evening, March 25th, was great

IMAGINE TWENTY-YEARS FROM NOW

Rogers, drilling his own squad for the next war.

Eck, re-enlisting in the Army.
Doornbosch, Dynamiting for Prohibition.
Costigan, telling his kids about that last struggle.

Rasmussen, an Ocean Lifer Chef
Olson, without talking about Matilda.
Seymour, anything but a soldier,
Spack, with the leading Chicago Barber-shop.

Wanted: - All Stove-pipe reported to Tom King for censorship. "The Editor"

The latest book "The Patriotism of the American Soldier, by Joe Vieau-First chapter published some-days ago in the Green Bay Gazette.

We welcome our new recruits: Engineers George A Berggreen and James G. Jordan, from the CMSTP&O Ry and William D Voight, who at one time also was employed on this road. We're all strong Northwestern boosters.

FOR SALE: The famous Windy City Cafe, known as the WHITE DAIRY LUNCH, excellent reputation among hundreds of unsatisfied customers. Two Ranges, one sixteen stool French mahogany counter, two ten chair family tables, one French Chef, with talent as an evening entertainer, popular among the present patrons. Reason for selling: Proprietors have purchased holdings on opposite side of the tracks. Price: Nine Francs. — No Questions Asked.

Kiel & Mathews, Proprietors.

LIGHT OCCUPATIONS

Looking for forged signatures on the back of the new mess tickets.

Trying to persuade a well known Chef de Cuisine NOT to sing Poor Butterfly at any gathering.

Attempting to put a polish on those Army Field Shoes.

Waiting for a fresh supply of beer at the Blue Goose.

Keeping your stove hot with that bituminous sand which can be procured back of the guard house.

Counting the number of German airplanes that fall during the day with a Burrough's Adding Machine.

Listening to a certain Sweet Corporal trying to fool music lovers by his nevertheless well-meant efforts on the regimental piano.

Any Mess Sergeant trying to satisfy "Our Ernie" with one helping of any kind of chow.

And, last but not least, — WONDERING WHEN THE WAR IS GOING TO END.

MED

Ted Sullivan — Editor

We saw a strange figure in the hospital the other day and mistook it for "Boyle, stepping him on the back, he turned around, seeing our mistake we murmured "Oh! Saint Peter (Get it? Oh! Saint Peter)"

There's an Italian Regiment in our neighborhood and now "Jack" and "Tony" defy you to start anything.

Duties of a "Sergeant Medicine" are so many that our late Editor has resigned and now Bob is going to let us "Fry" matters up.

The French offered Captain Clating a red cross dog the other day but he declined staying with thanks that we had our own "Shepherd"

"With or without?" Paddy.

For Exchange: One pair of first class chevrons for a set of Sergeants stripes.

Sgt' Ackers relieved Lt' Coleman while the latter was on his "leave" and both look the better for the rest

Medical Note: -----
Harris amputated on a dog sometime ago. The Department is going from bad to worse.

From a recent picture of himself that he sent home Bob Morris says that his folks write that they feel they have neglected him in the past "he's lookin' so fine.

Gately, who was operated on here sometime ago is now doing fine and from latest reports is holding his own. More power to you Roy.

If you want to know how long the war is going to last ask Mat Mullen. Gee! but he's the pessimistic cuss.

We see that Arthur has brought the Lieutenant back safe and sound, thanks Arthur, we thank you.

Patenaude thinks that there is only one place like Paris - that's Paris.

With the dropping of thirteen shells near Heines he says that he thinks the "Huns" just did it to let us know that they know we're "Over Here" and Heines adds further that he's glad that he's not in the Five Hundred and Fifth Engineers.

6

Co. B

Sgt. H. R. Tinsman — Editor.

Barracks # 24 Time — 3 AM

Caller — Hey I get up, you're called.
 Brake-man — What do you mean called? I just got in. Don't you reckon a feller ever wants to sleep?

C — Come on, get out of it.
 B — I'll go, but I'm a hundred miles ahead of the month. guess I need the jack.

Which way and what are we called for?

C — Xtra east on time.

B — Say, that's a stale line you've got.

What time is it? You got a cigarette? Gim', me a match.

C — Where do you think you are — on Market St; what else do you want.

B — Light my lantern down there, and, say kid, throw a slug in the stove, sire's gettin cold.

C — Shoot.

B — What they puttin' out over at the Greasy Spoon?

C — Stew.

B — Good, I ain't had none since last nite.

C — Fritz is throwin' a few into Kettle Gap.

B — Let em throw; if they got one for me, my name'll be oo it.

C — Gim' me another drink of that hair tonic.

B — Guess I'll pull the pin and hire out to the narrow gauge. It's a better job. All steam heat and rubber tired. Pays better, too; \$ 1.15 a hundred. Tell 'em I'll make this trip, but I want my time ready when I get back.

C — Business is good here but it's beat- up the creek.

B — Sure, just tell em up at La Gare, I saw a bunch of ducks go over yesterday and they was carryin' signals.

Highest prices paid for old clothes, rags, and bottles. Jones and Zody — Adv.

Jessee says " Old Bruno " is drying up. Joining the 3rd Battalion didn't help, matters any.

Sulmariae, it's about time to powder your underwear for another trip to Paris.

Jimmie Elliott has been looking downcast lately on account of no mail. Look out, boy, it's a cruel world.

Sergeant Mott (Chef de Cuisine) has it on the world for producing much out of nothing and still smiles " Happy Days ".

The Little Rock Sport, Frank Taylor, visited Paris. As usual, he says she was an angel and Heaven turned her loose for the time being. Parlais Anglaise, too.

McDowell still raves about the dame in Chi waiting until he gets a few million miles away and then spills " sweet nothings " to him. Have patience, Mac.

These moonlight nights cause " Baron Bean " Dege to sleep with an aviator's helmet on his dome. Claims it will help him fly to the trenches.

" Jazz " Domeier is sitting up into the wee small hours acknowledging the receipt of " Boo-boo " music for our band.

Company B claims the champion checker player of the regiment as the Arkansas Clock Ticker. Jonothae- Williams challenges all-comers.

" Doc " Peedleton still maintains that " the

kid " has it on any thing " over here " But he has not been out of camp. Have a care.

The compulsory allotment act has produced many " has beens " in the matrimonial line that have been soldiering single. From the howl raised, " Company B has " Boo-boo " We will all be singing " I wonder who is spending the francs now. "

Tommy Walsh, fireman on the 2 spot pulling Spt E3, Mar 21st was taken sick and had to give up the engine at 1 ---. W H French, who has been switching there for some time,

took Tommy's shovel and saved big delay in the train:

Schneider and Treby claim that they were transferred to F to set a good example to a few sergeants.

When Schneider was asked how he liked working for Simon, he replied, " There are worse jobs than this but I never heard of them.

H C Bonta was overjoyed at the prospect of again working with his good friend, Eddie Warner

KOHLER - THE TAILOR

MY MOTTO — " A Fit For every Figure
 A Figure For every Fit. "

Latest Short cuts in Young Men's clothing Mud Absorbing Material of the very Best Grade.

TRENCH TROUSERS

No cuffs to bother you. Self bagged at the Knees. Our Rice Expansion waste Band. 3 Franc Pockets: " A pocket For every Franc. "

NON BREATHING BLOUSES

No room For Improvement or Anything Else. Patch pockets. French Guillotine Collars.

OLD AND DIRTY SHIRTS

With Military Collar Band and Two Untold Tales. Removable-buttons. Buy our Spirals and be the latest thing in leggins. A shoe For Every Foot 2 to the pair Guaranteed Some wear in France.

OVERSIZE UNDERWEAR

Allowing Free Excess of the Body Plenty of room to move about in them.

HOOVERIZED HEAD GEARS

Light and Airy Nothing like them (Thank goodness).

BOMB BONNETS

Lined in Patent Leather with Chin Strap Wear one and save talking too much.

GAS GASPERS

Specially prepared and packed in neat tin cans. Enjoy your Pinard breath as others dont.

NON-COM LEATHER LEGGINS

Greatly reduced.

HOLEPROOF HOSE

With the holes already in them-thus the proof.

CHEVRONS - ALL GRADES

A large shipment is Expected in with in the next few days. Not guaranteed but returnable.

Look the part even it it hurts you. Your CREDIT IS GOOD (if accompanied by an order).

S. G. T. KOHLER the Klothier Dealer in the Naked Truth.

13 th Avenue opp. Hoosegow.

Imprimerie spéciale du W. C. E.

Accounting Department

Illinois Central Railroad Company, The Yazoo & Mississippi Valley Railroad Company, The Chicago, Memphis & Gulf Railroad Company

Office of Auditor Freight Receipts

CIRCULAR 94

Chicago, April 26, 1918.

To Agents:

Universal Interline Waybilling and Standard Form of Waybill

In compliance with General Order No. 11 issued by the United States Railroad Administration, Mr. W. G. McAdoo, Director General, universal interline waybilling is effective May 1, 1918.

This means that every shipment forwarded by rail or water to any station in the United States on any railroad or boat line, must be waybilled through to final destination regardless of whether through or combination rates are applicable.

Extracts from General Order No. 11, in which all agents are interested and which must be complied with, are as follows:

(1) Effective May 1, 1918, all freight forwarded from one point in the United States to another point in the United States (including freight passing through Canada or Mexico en route) and moving over two or more railroads or boat lines under Federal control must be waybilled through from point of origin to destination, regardless of the absence of joint rates. When destination station is on a railroad not under Federal control, freight should be waybilled to the junction point with such road; provided, however, that nothing in this paragraph shall prohibit through waybilling arrangements between carriers now under Federal control and others not so controlled.

(2) A separate waybill must be made for each less carload consignment and for each carload; provided, however, that a single waybill may be made to cover a special train moving at a lump sum charge for the train or for shipments which on account of their length require more than one car.

(3) Waybills for carload freight must move with the cars. Waybills for less carload freight must be moved with the cars when practicable; otherwise so as to reach the transfer point or destination station with or in advance of the cars. In the event that waybills for solid cars of less carload freight are mailed direct to destination or transfer stations, a separate waybill must be made on standard form, showing destination of car, and bearing notation:

Merchandise car, waybills
mailed to

Junction agents must show stamps on this waybill in the same manner as provided in Paragraph (4).

(4) Complete routing must be specified on each waybill as and when made, in the space provided therefor. Each forwarding junction agent, at points of interchange, must stamp each waybill for freights interchanged in the space at the bottom of the waybill and in the order there shown. Such stamps must

show the station at which the interchange is made and the name of the railroad forwarding the freight from such junction, for example:

Jamestown
North & South R. R.

(Stamp must be 1½ inch by ¾ inch.)

(5) When freight moves on a joint through rate, each waybill must show freight charges from point of origin to destination.

(6) Freight moving on a combination of rates:

(a) If the billing agent is in possession of all necessary tariffs, the rate and freight charges to and beyond the rate breaking points must be shown successively, one beneath the other, and the total of all freight charges indicated. For example, the rate and freight charges on a shipment from New York, N. Y., to Denver, Colo., will appear as follows:

	Weight	Rate	Freight
To Mississippi River	200	\$1.055	\$2.11
Mississippi River to Denver.....		1.62	3.24
Total.....			\$5.35

(b) If the billing agent is not in possession of the rates beyond the rate breaking point, the waybill must be headed to destination, and the rate and freight charges shown to the rate breaking point, with the movement beyond indicated. For example:

	Weight	Rate	Freight
To Mississippi River	200	\$1.055	\$2.11
Mississippi River to Denver.....			

In this case the billing agent will stamp or endorse waybill as follows:

"Shipment not rated through,
Junction or destination agent
will insert charges omitted."

(Stamp, if used, must be 1½ inches by ¾ inch.)

(c) The junction receiving agent must revise rates on inbound billing to the rate breaking point, insert the divisions of revenue accruing to the roads up to the rate breaking point, and certify to their correctness, by use of an appropriate rubber stamp reading as follows:

Revised at

North & South R. R.

(Stamp must be 1½ inches by ¾ inch.)

(d) Agents forwarding shipments from rate breaking points must insert rates and freight charges applicable to destination or to the next rate breaking point. If in any case this plan is not practicable arrangements may be made to have such rates and charges inserted by destination agents.

(7) When miscellaneous charges, of any character, accrue in transit, and they are to be collected from consignee, they should be shown as separate items in the freight charges column on waybill, with notation opposite each item indicating the nature of the charge, the point at which it accrued, and the road to which due. In final settlement, such charges will be allowed as an arbitrary to carriers to which they are due.

(8) A standard form of waybill (sample attached) is hereby prescribed and must be used on and after May 1, 1918.

(a) This waybill form must be printed on paper approximating in weight, "80 pounds, No. 1 Manila, 24x36."

(b) Only the original and one copy of waybill shall be made. The original must accompany the shipment as herein provided and the copy must be retained by the company making the waybill.

(c) The waybill shall also be used for astray freight.

(d) This waybill is designed to be folded vertically and left side containing all information for the physical movement of the car.

(e) For special classes of traffic, requiring a larger waybill, the form may be $8\frac{1}{2}$ by 22 inches.

(f) Supplies of waybill forms now on hand may be used for local business.

Explanatory

Item No. 1. Agents of these companies must issue through interline waybills, Form 157, to points on all other rail or boat lines until such time as a list of those not under Federal control is furnished. Waybills must be numbered in a separate series beginning with No. 1 at the first of each month. A separate waybill must be made for each consignment, carload or less than carload.

Until further advised it will be assumed that all railroads are under Government control, but agents at river points should determine whether or not packet lines are under Government control before delivering shipments to them on interline waybills. If not under Government control shipments should be delivered as heretofore.

Agents of lines handling cars in switch movement will not issue billing at point of origin or account for waybills at destination. This will be done by agents of carriers performing the road haul as at present.

Interline waybills need not be used in billing from a point on any one of these railroads to a point on either of the others. Such traffic may be considered as local and regular form of local billing used.

Item No. 2. When only one waybill is made for two or more cars, all car numbers and initials must be shown.

Item No. 3. All waybills, both carload and less carload, must move with the cars except when solid cars of merchandise are moved to break bulk points and to facilitate physical handling, waybills are mailed overhead, a separate waybill without charges must be made on standard form showing destination of car and bearing notation as instructed, which must be numbered in regular series and reported by billing and destination agents. Junction agents must show stamps on this waybill in the same manner as provided in Paragraph 4.

The use of card waybilling in moving cars of interline freight is prohibited and must in no case be used, except that for the present there will be no change in the manner of handling billing for carloads of bananas moving from New Orleans.

Item No. 4. Complete routing must be shown on waybill, i. e., junction stations and name of roads over which the freight is to move and in addition thereto junction agents must stamp each waybill in space provided on same before delivering to connecting line.

Item No. 5. When freight moves on a joint through rate waybill must show the rate and freight charges from point of origin to destination.

Item No. 6. Paragraph "a" must be strictly complied with if agents are in possession of the combination rates.

Paragraph "b." If billing agents are not in possession of rate beyond the rate breaking point, they must be particular to endorse waybill as instructed.

Paragraph "c." Junction receiving agents must revise rates on inbound billing to the rate breaking point, insert the divisions of revenue accruing to the roads up to that point and certify as to their correctness by use of rubber stamp as instructed.

For example, a waybill reading from an eastern city to a town in Nebraska routed via Chicago and the Illinois Central, the agent of the carrier bringing the shipment into Chicago would be expected to show divisions of revenue for all lines east of Chicago and the agent of the Illinois Central for lines west of Chicago.

Similarly on a shipment turned over to the Illinois Central at Louisville, agent

of inbound carrier would indicate divisions of Eastern Lines and Illinois Central agent divisions of Western Lines.

If, however, agents are not in possession of the percentage divisions applying from the original point of shipment to the rate breaking point, they should so note on the waybill, tender billing to connecting line and notify the Auditor of Freight Receipts' office, who will furnish divisions to be used in similar cases in future.

Paragraph "d." Agents of these companies forwarding shipments from rate breaking points must insert rate and freight charges applicable to destination or to the next rate breaking point. In some cases this plan is not practicable. For example:

On business from the east to points west of the Mississippi River, when rates break on the Mississippi River and the freight is handled by the Illinois Central from Chicago or other junctions to destination without stop at the river, the freight would be delayed if the completion of the waybills were required at the river. To avoid this, the duty imposed by the order in such cases on the agent at the rate breaking point will be assumed by the agent at the receiving junction. For example:

On shipments from the east destined to points west of the Mississippi River the agent at Chicago would complete the waybill and forward same with the shipment.

Miscellaneous Charges

Item No. 7. All miscellaneous charges accruing at billing point will be shown on waybills as advances and handled in agents' accounts exactly as heretofore.

When miscellaneous charges of any character accrue in transit and are to be collected from consignee, they must be shown as separate items in the *Freight Charge Column* of waybills with notation opposite each item indicating the nature of the charge, the point at which it accrued and the road to which it is due, the Illinois Central, the Yazoo & Mississippi Valley, or the Chicago, Memphis & Gulf.

When intermediate agents make payments for feeding, bedding and watering livestock, they must file claim on the Auditor of Freight Receipts for relief, giving billing reference, car number, etc.

Demurrage Accruing in Transit

Agents will make a special report to the Auditor of Miscellaneous Receipts, but such charges should not be carried to the monthly statement of account.

Icing Charges

Icing charges accruing in transit should be added to freight charges on waybill and must be reported to the Manager of Perishable Freight Service on Form 104 in the same manner as at present.

Local "advances only" waybills should be made on the Auditor of Freight Receipts for the items entered in the freight charges column on interline waybills as directed in the preceding paragraph. The "advances only" waybills must show correct reference to the interline waybills on which the icing charges are added. These waybills must be reported in the usual manner and mailed to the Auditor of Freight Receipts.

Item No. 8. Only the original and one carbon copy of interline waybills shall be made. The original must accompany the shipment as herein provided and the copy must be retained by the agent making the waybill. No copies will be required by Auditor of Freight Receipts of these lines or of intermediate or destination carriers.

Paragraph "c." Interline waybill, Form 157, shall also be used for astray freight.

In addition to making free astray waybill on Form 157, agents will also make a report of free astray freight on Form 285, the original to be forwarded to Mr.

J. L. East, Superintendent Freight Service, Chicago, the duplicate to be mailed to the loading station or point of origin of shipment. If unknown, mail same to the Superintendent of the division on which shipment checks over, in accordance with instructions noted thereon.

Paragraph "d." Agents must be particular to fold waybills as directed to facilitate handling by conductors, yard crews and others.

Paragraph "e." When a larger waybill than Form 157 is necessary on account of the large number of consignments in one shipment, Form 157-A, which is 8½ inches by 22 inches, may be used.

Paragraph "f." An initial supply of waybills and carbon paper will be furnished. Requisition for additional supplies must be made on the purchasing agent in the regular manner.

Instruction to Milling in Transit Stations

(9) The new forms of interline waybills, 157 or 157-A, must be used at milling in transit stations when the milled product is forwarded to destinations on foreign lines.

Reconsignments

(10) If a shipment covered by an interline waybill is reconsigned to a local point on these lines, the heading of the interline waybill will be corrected and forwarded to the new destination with the car.

(11) If a shipment covered by a local waybill or manibill is reconsigned or diverted to a station on a foreign road, the local waybill or manibill must be taken up at the reconsigning point and a new waybill made on Form 157, reading from the original point of shipment, giving the same number and date, or in other words, the waybill should be made at the reconsigning point complete as though it were made at the original point of shipment. Correction notice should be issued showing the change and forwarded to original billing point with copy of new waybill. Original local waybill or manibill should be forwarded to the Auditor of Freight Receipts together with copy of correction.

(12) Interline waybills, Form 157 or 157-A for cotton, must show all information that is now shown on present form of cotton waybills, i. e., bill of lading number, number of bales, marks, etc.

(13) Interline waybills, Form 157, for livestock, must show all notations as to watering, feeding, resting, etc., in accordance with state and federal laws. The waybills must also show number of head, kind of livestock, valuation, etc., in accordance with tariff provisions.

Passing Reports

(14) Passing Reports, Forms 714 and 715, must be made and rendered to the Auditor of Freight Receipts the same as heretofore, except that junction passing report of intermediate waybills, Form 715, which is now made by both forwarding and receiving junctions, need hereafter be made only by junction agent delivering the freight to connecting line.

(15) Receipts for shipments and waybills delivered to connecting line must be taken the same as at present.

Stamps

(16) All stamps (other than those mentioned in the preceding paragraphs), such as yard stamps, must be shown on the back of waybills.

(17) On interline waybills destined to stations on the Illinois Central, the Yazoo & Mississippi Valley, or the Chicago, Memphis & Gulf Railroads, junction agents need not show any division as revenue on such waybills will be divided in the office of the Auditor of Freight Receipts.

Approved:

J. F. SHEPHERD.

General Auditor Receipts.

F. B. SHERWOOD,
Auditor Freight Receipts.



Government Requirements of Determining "Capital Expenditures" and "Operating Expenses"

By C. C. Haire, Assistant Engineer

WHEN the railroads entered into the era commencing January 1st, 1918, after the United States government took possession of the carriers for the purpose of prosecuting the war, there developed many perplexing questions in handling the expenditures of the roads under government control.

One of the problems confronting both the United States Railroad Administration and the Corporations is the separation of "Capital Expenditures," known more commonly as Additions and Betterments from "Operating Expenses," which is commonly known as Maintenance. This separation is exceptionally vital now that the operation is under federal jurisdiction for the reason that the expenses of running the roads are government expenses, whereas the expenditures for improvements, or "Additions and Betterments," are the stockholders' expenses.

The determination of the difference between expenses and improvements has been undertaken for many years by the railroads with varying degrees of refinement, but it was not until recent years that standard methods were inaugurated by the Interstate Commerce Commission so as to attain uniformity. After the Valuation Act in 1913 numerous changes were found necessary and the Classification of Investment in Road and Equipment was issued, effective July 1st, 1914.

The valuation of the carriers necessitated the installation of additional

methods in conjunction with the accounting practice outlined in the Classification of Investment in Road and Equipment and to attain this end Valuation Order 3 and Valuation Order 3 Revised were issued.

The two fundamental principles of arriving at the difference between "Capital Expenditures" and "Operating Expenses" are to put into "Capital Expenditures" the cost of improvements and to assign to "Operating Expenses" the original cost of the retired property, or to charge to capital the excess cost of an installation over the current cost of the retired units. The application of these principles, while familiar to many, yet they bring about many complex problems.

Valuation Order 3, Revised, requires that all the facts relating to any work involving "Capital Expenditures" be set forth on a detailed report which, among other things, gives all physical facts, unit costs and many other features. In this way all circumstances are available that show how expenditures to both "Addition and Betterments" and "Operating Expenses" are arrived at.

Experience has indicated the difficulty of determining the cost of work in past years. The system outlined by the regulations of the order will avoid any future trouble in this respect, and in years to come the cost of all projects will be available as well as all the facts pertaining to the work. It can be said that in most cases the original cost of

improvements is unknown, although the cost may have been included in the property account of the road, yet the most exhaustive research will not show complete costs.

The data shown on Valuation Order 3 Revised reports is a summary of all facts that pertain to an improvement or a piece of work and the detailed information from many sources is considerable. In fact, data from many departments of a railroad must be brought together and all the items consolidated and combined. This can be illustrated by a double tracking project where land is purchased by Land and Tax department. A construction organization starts the work, division forces lay the track, bridge work is handled by the bridge department, building work by the building department, work by telegraph department forces, by signal department forces, and all others concerned. In larger works the entire operating organization gets together and executes the work, after which information as to physical facts must be consolidated with the expenditures and set up in a brief summary as prescribed by the order.

There are many difficulties found in getting all the elements of a report together, due to such reasons as those doing the work not understanding what is required, also to the zeal in prosecuting the work without regard to the feature of including the time of labor and material in their reports, to the lack of system and to the non- rendition of prescribed reports. The primary elements of cost of any improvement work are the labor and material costs.

Labor costs are recorded in time books for two reasons, one for the purpose of compensation and the other to describe the kind of work or accounts to which the time is chargeable. The correctness and thoroughness with which this time is distributed is the main feature that permits of arriving at "Addition and Betterments" and "Operating Expenses." If the time is indifferently distributed, then the difficulty of compiling Valuation Order

3 Revised report is enormously magnified.

Material costs are derived from various sources, such as material books and bills or vouchers paid for materials. Material books used to inform the storekeeper or to "charge out" materials, should show all the material used and all released. One of the main things found necessary is the use of correct description of materials, because if this is not done confusion will always result; also in work where repairs attend the performance of a work there should be observed a careful distinction between the repair materials and the items used in the improvement work. This same principle should be observed in vouchers and bills.

The requirements of this order of the Interstate Commerce Commission also have the need for unit quantities of materials used in work, such as cubic yards of grading, of masonry, of track material units and many other units that require careful ascertainment of physical facts. There is also needed the units taken out of service, or "retired," in order to obtain the amount chargeable to "operating expenses."

The preparation of plans, drawings, contractors' bids and estimates are important factors. A plan of a completed improvement, if it shows all the circumstances clearly with all the essential data as to property installed and retired, giving facts such as necessary dimensions and descriptions, is a large factor in being able to compile a report. A plan is a part of the report as it is the accompanying exhibit and illustration.

Division and special accountants are the hub of the wheel in the handling of Valuation Order 3 Revised, as all the information as to costs and a large part of the physical facts must pass through their hands. The correct procurement and the passing of the data through their accounts is one of the most important factors that contribute to the successful handling of the order. If accountants will keep in touch with all work and see that correct labor distri-

butions are being rendered, and that material is reported in accordance with the use of same, then matters will be greatly simplified.

It frequently happens that men performing work are not aware of the requirements and do not know what is expected of them. All men in responsible charge of the execution of a project desire to handle affairs with the least amount of lost motion, and to obviate such conditions systematic methods should be used. The men originating reports, and those receiving and using them, should get together occasionally and go over the situation so as to eliminate any existing doubts of the needs, and to inform each other of their

ideas. If supervisors, accountants, foremen, engineers and others would have an occasional get-together meeting and discuss all misunderstandings, there would be less handling of incomplete reports, less correspondence and greater efficiency. The reporting of the required information correctly the first time would lessen the work of everyone.

The separation between "Capital Expenditures" and "Operating Expenses" after January 1st, 1918, makes it even more important than heretofore to arrive at a correct distribution, and to attain the increased efficiency demanded of all due to the depletion of the railroad forces in sending men forward to win the war.

MRS. WALKER D. HINES IS ACTIVE IN HER EFFORTS TO ASSIST FRENCH WOMEN AND CHILDREN. ANY CONTRIBUTIONS WILL BE GRATEFULLY ACCEPTED AND HIGHLY APPRECIATED.

May 8, 1918.

TO THE EDITOR:

Dear Sir:

The "Little Workshop of the Gros Caillou," 180 rue de Grenelle, Paris, was organized at the outbreak of the war in 1914. Its first effort was to supply work for French girls and women suddenly deprived of employment. Since then, however, it has added a hand-knitted sock industry to help the old grandmothers of the Quarter, otherwise dependent and helpless, and so to supply socks to soldiers at the front.

In addition to the work involved by these undertakings the devoted women interested in the workshop, especially Mrs. Henry Conkling, an American woman, formerly of Brooklyn, and Mademoiselle Marguerite Guilhon, 191 rue de l'Universite Paris, have felt the necessity of helping in the care of refugees pouring into Paris, particularly the children. But money is running short, and since this last "drive" the need is imperative. A recent cablegram from Paris, says:

"Plead for \$10,000. Send at once to feed children. Most important. Get it."
Alice Conkling.

Although I realize that this is a bad time to beg, with the hundreds of touching appeals coming to all of us, and the necessity for helping in our own country, still I feel it a duty I cannot shirk to appeal to the generosity of your readers to help me get this money. And I feel I am justified in asking their aid because of the great debt we all owe France.

Any amount, large or small, sent to me will be gratefully received and acknowledged. Every dollar, I can assure you, will be used in the wisest way by Mrs. Conkling and Mlle. Guilhon.

Yours very truly,

Mrs. Walker D. Hines,
122 E. 70th St., New York City.



How to Live



It is not the Science of curing Disease so much as the prevention of it that produces the greatest good to Humanity. One of the most important duties of a Health Department should be the educational service

▲ ▲ ▲ ▲ teaching people how to live ▲ ▲ ▲ ▲

House Insects and How to Destroy Them

[Continued from May Issue]

Roaches

Roaches are particularly most common pests of the house-keeper and will soon infest any place where there is a pantry and food. They are most commonly around kitchen sinks and it may be remarked that their presence or absence is the test of the first class house-keeper. Roaches may be easily destroyed by the free use of equal parts of sodium fluoride and flour. This is an inexpensive treatment and very effective.

Silver Fish

The silver fish is often one of the most troublesome enemies of books, papers, cards, labels in museums and starched clothing and stored food substances. One author describes this pest as follows:

"It is a very small silvery shining worm or moth which I found much conversant among books and papers and is supposed to be that which corrodes and eats holes through the leaves and covers. It appears to the naked eye a small glittering pearl-colored moth, which upon the removing of books and papers in the summer, is often observed very nimbly to scud away and pack to some lurking cranny where it may better protect itself from any appearing dangers. Its head appears big and blunt and its body tapers from it toward the tail, smaller and smaller, being almost like a carrot."

Closely associated with this house

pest is another, named the "Fire Brat." This insect has developed a novel habit of frequenting ovens and fireplaces and seemingly revels in an amount of heat which would be fatal to most other insects. It disports itself in numbers about the openings of ranges and over the hot bricks and metals manifesting a most surprising immunity from the effects of high temperature. This heat-loving or bake-house species is very abundant in Washington. The species closely resembles the Silver Fish in size and general appearance but may be readily distinguished by the presence of the upper surface dusky markings.

Advantage may be taken of the liking of these insects for fabrics and other articles so that they may be poisoned with the use of a thin boiled starch paste poisoned with 5 per cent powdered white arsenic. This paste may be slipped into the crevices in and around book shelves and backs of mantels, under wash boards and in the bottom of drawers, same being prepared on bits of card board and then allowed to dry. These insects also succumb to Pyrethrum and wherever this can be applied, as on book shelves, it furnishes one of the best means of control.

House Ants

It is interesting to note that of the ants which in North America frequent houses and construct their nests therein, practically all of them are of tropi-

cal origin, and most of them are of the Old World species. As a matter of interest, with the exception of the European meadow ant, practically all of the ants which have been introduced into North America, either from Europe or South America are such tropical species and potential house pests. All of these introduced species have been brought into this country and distributed through the agency of Commerce.

However, none of these ants, with the exception of the white ant or carpenter ant, is so destructive to household effects or supplies as they are annoying from the mere fact of their presence and their faculty of getting into articles of food, particularly syrups, cakes, candies, and other sweets and cooked foods of animal origin. Food supplies must be watched, because of a single ant having gained access to articles of this sort, the discovery is at once reported to the colony and in an incredibly short time the premises may be swarming probably with these unwelcome visitors.

The little red ant, or Pharaoh's ant, is the best known house species. Two European harvester ants have been brought to this country by commerce and are now fairly well established in South America and are potential house pests. Six other species of Old World tropical ants have been recorded as having been introduced into the habitat of the people of North America. These also have been brought in through commerce and have gained a foothold in the Southern states. They are also occasionally found nesting in hot-houses and other heated structures in temperate regions.

One of these ants, a slender black ant with unusually long legs and antennae feelers, has earned the common name of "crazy ant." This, from its habit of running about with a quick, jerky motion. This is a common species in the green houses of temperate Europe and has also acquired a footing in tropical Florida and has been

reported as even infesting large apartment buildings and hotels in New York City and Boston. It is also a common house ant in the whole of the District of Columbia. India is believed to be the original home of this ant and a peculiar fact is that in the wanderings of this species of ant in other parts of the world, it has been accompanied by three mess mates, two beetles and a small cricket.

Another ant of great economic importance is the New Orleans ant, which has obtained its name from the fact that it has gained its first foothold in this country in the port of New Orleans, having been presumably brought from Brazil. This ant is also known as the Argentina ant from its supposed origin in that country. In Brazil as well as in Argentina, it is considered a serious pest. It is a much worse house pest than even the red ant or any of the other house ants and in addition, it is a serious enemy of field and garden crops as well as fruit trees. This insect has rapidly spread from this point of introduction from the port of New Orleans throughout the State of Louisiana and has been carried by traffic to California, where it has become a serious pest to citrus orchards. It infests principally the southern part of California, but extends as a house pest as far North as San Francisco.

The carpenter ant should be considered in the list of house ants and other exceptional circumstances, a house infesting species. This ant normally constructs its home by building galleries in logs and dead trees not infrequently in the case of wooden houses. It gains access through porch beams or the underpinning of such houses and then mines and weakens the supporting timbers and other woodwork. As a rule, it affects only the decaying portions of the wood, but at times it carries its channels into the sound wood. Needless to say, the carpenter ant may do a serious amount of damage and his presence requires active attention. Garden lawn ants are simple insects

and do no damage. They are the most common variety of any in this country and require our attention only when they become temporarily or occasionally house pests in search of food substances.

Means of Controlling House and Lawn Ants

The removal of all substances which attract these insects is the most important first-step to be taken. Ants are attracted by food, especially cake, bread, sugar, meat, and similar substances which are usually kept in pantries and elsewhere. The first thing to do is to promptly clean up all food so that it cannot be reached by the ants. Special care should be taken in homes where there are children that articles of food are not dropped on the floor which would attract these pests. Metal containers may be used to advantage in safe-guarding food supplies.

If the ant nest can be located by following the workers back to their point of disappearance, the inmates of a nest

may be destroyed by injecting kerosene or gasoline in the opening by means of an oil can or small syringe. If the nest is in a position where it can be easily reached, hot water can be used instead of oil. If the nest is under the flooring, it may be sometimes reached by removing a section of the floor. It is necessary to reach the colony of ant nests and destroy them in order to prevent their continuance for future breeding. The most effective remedy where it can safely be used in a syrup composed of the following:

One pound of sugar dissolved in a quart of water to which should be added 125 grains of arsenate of soda. The mixture should be boiled and strained and on cooling, some honey is added. This is used on sponges and placed where ants frequent. The idea being that the ants will collect this poison syrup and convey it to their nests, so that not only the ants which collect the syrup are ultimately killed, but the inmates of nests feeding on it will also succumb.

Employes Are Reaping the Benefit of the Hospital Department and Are Very Appreciative of Attention Received

Council Bluffs, Iowa, December 6th, 1916.

Dr. G. G. Dowdall, Chief Surgeon,
Illinois Central Railroad Co.,
Chicago, Ill.

Dear Doctor:

I want to take this opportunity to tell you that on receipt of this letter it is just one year since I was operated on at Mercy Hospital, Chicago, under the care of the Hospital Department. I want to also say I have never had one day's inconvenience since this operation and have enjoyed the best of health since that time.

I never pass a day that I do not think of the good patient treatment I received at the hands of the Hospital Department Staff, and it is due to the skill of the Company Surgeons that I feel as I do today.

I have one chronic ailment though and that is to boost our Hospital Department and its faithful, kind, efficient force and its treatment of the boys who go to them. Give my kindest regards to members of the Hospital Department Staff at Chicago.

With feelings of gratitude to yourself and your force, I am,

Yours truly,

(Signed) J. R. NEWCOMB,
M. C. B. Clerk,
Council Bluffs, Iowa.

Portable Key-Way Milling Device for Piston Rods, Crossheads, Etc.

PHOTOGRAPHS of useful shop devices are shown herewith for the purpose of stimulating the idea of improvement in portable shop tools:

Fig. 1:—Shows the device constructed in particular for adaptation and clamping to the crosshead end of piston rods for the purpose of producing mechanical means for milling the key-way. The device in this instance consists of the two V clamps A. A. of suitable dimensions to grip the body of piston rod. Adjustable screws B. B. are provided in the bottom clamp in order to make the device secure on the various diameter of rods. Each of the V clamps have a perforated lug at their apex in which slides the guide stems C. C., said stems being connected by a cross arm, D., thus forming a yoke. In the center of the stems are rectangular projections provided with bushing in which rotates a spiral fluted milling cutter.

As preliminary to the operation, a hole is drilled at the extreme end of the key way, for the insertion and starting point of milling cutter which is pro-

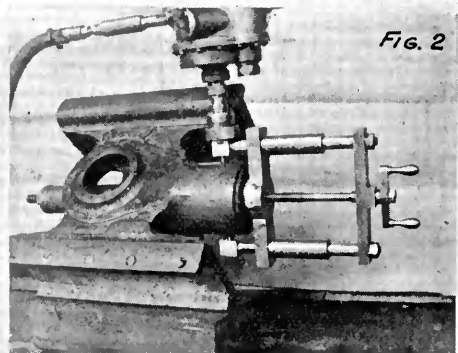
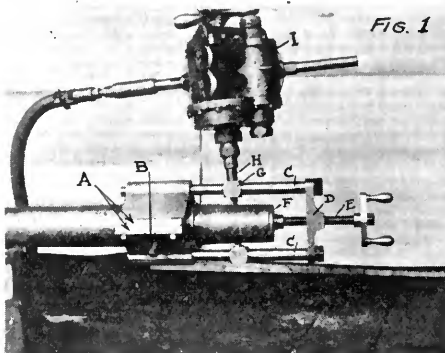
pelled by an air motor or by an electric motor. The hand feed screw, E., with saddle-collar, F, against piston rod, creates the travel of milling cutter.

After all adjustments of the device are made, the actual time necessary for cutting a key-way in a 4" iron rod, will not exceed six (6) minutes. Ordinarily, an open hearth steel rod requires about seventeen (17) minutes. The operation eliminates all chipping and filing which fact will be appreciated by machinists accustomed to do this work by hand, which ordinarily takes between four and five hours of handwork.

Fig. 2:—Illustrates the same principle as shown in Fig. 1, with the clamping means, however, designed for application to the hub of crossheads.

It is estimated that savings in actual time effected by the use of the devices sum up to about \$2.00 for each key way.

The machines have been in constant use for about two years at the Vicksburg Shops, being the product of Machine Shop Foreman E. G. Detrick, who is the patentee.



Fuel Economy Meeting

Extracts from minutes of meeting held in the office of the General Manager, Friday April 26, 1918, to discuss fuel economy.

THE meeting was called to order at 9:00 a. m. by General Manager Clift, whose opening remarks were as follows:

“On July 26, 1916, at the call of former General Manager Foley, you were assembled in a meeting to discuss ways and means of promoting fuel economy. It is unnecessary, I am sure, for me to state that this meeting is called for the same purpose. The terrific world conflict now raging emphasizes the fact that the subject is now of greater importance than ever before, and imperative necessity demands, therefore, a correspondingly greater effort on our part to accomplish still greater economies in the handling and use of fuel and the elimination of waste. To you gentlemen there was delegated the duty of selecting, purchasing, inspecting and distributing fuel; and there is no question but that the progress we have already made is the result of your able and conscientious effort and study, and the observance of your instructions. You have reached the doctrine of maximum efficiency with minimum use from east to west, from north to south you have been assisted by those able champions of fuel conservation, Dodge and Lindrew, whose earnest efforts have been rewarded, and must, and will, be further rewarded by the entire elimination of waste. During the past year unforeseen, and unusual, events have occurred, which have depleted our ranks, and the places of the boys who are now “over there” are filled by new recruits, not only on the deck of the engine, but at the throttle. These new men will do their bit, and are anxious to do it, but they must nevertheless go through the school of experience and receive from you the direction and assistance they need, which you will cheerfully give.

A continuation of that second practice of purchasing the best power, housing and maintaining it in a 100 per cent condition, operating it with regular men whose ability and loyalty is unexcelled, justifies me in appealing to you for that full measure of co-operation which will enable us to save at least 10 per cent each year over the previous year. Our minimum goal is to effect a saving of at least \$30,000.00 per year on each division, and, say, \$20,000.00 per year for each terminal, in which event we would have a reduction of approximately \$500,000.00 per annum. If we accomplished this, in the handling of the same or a greater amount of business, no one may say our work has not been well done.”

Mr. Clift presented statistics showing the cost per ton, the coal consumed per 1,000 gross ton miles, 100 passenger car miles, and per switch engine miles for the years ending December 31, 1917, 1916, and 1915. Also statistics for the years ending December 31, 1917 and 1916, showing tons of coal consumed, total cost of mileage, statistics by Divisions.

There were present at the meeting, in addition to the General Manager, the Assistant to the General Manager, General Superintendent of Motive Power, Superintendents of Motive Power, General Superintendent of Transportation, Engineer of Maintenance of Way, General Superintendents, Assistant Purchasing Agent, General Claim Agent, Transportation Inspectors, Superintendents, Terminal Superintendents, Traveling Engineers, and Fuel Inspectors.

The entire matter of Fuel Economy was gone into in detail, and each of those who attended the meeting was called upon for remarks, all of which relate to the best methods, in their judgment for fuel conservation.

A sufficient number of copies of the minutes of the meeting were made to furnish one to each of those who was in attendance, and the request is made that requisition for such be forwarded at once and the information contained therein be disseminated to the rank and file.



CLEANINGS

from the

CLAIMS DEPARTMENT

*Interesting · News · of · Doings · of
Claimants · In · and · Out · of · Court*

.RAILROAD ADMINISTRATION. OUTLINES WHAT SHALL BE DONE WITH PER- SONAL INJURY CLAIMS.

The Regional Directors of the United States Railroad Administration have sent out a notice to every Railroad and Terminal Company under government control, reading as follows:

"The Federal Control Act contemplates that suits for personal injuries may be brought as heretofore, but provides that executions may not be levied on the property of the carrier while in the possession of the government. This means that while a judgment may be recovered, it devolves upon the Director General to provide for payment, and this places upon him the responsibility of considering the merits of the claims and the persons to whom payment is made. It is the desire of the Director General that justice shall be done to all employees

who are injured in the discharge of their duties. This does not mean that verdicts based upon prejudice or passion shall be paid or that large sums shall be paid by the Government to attorneys and solicitors who have no claim upon the government. The right is reserved to consider the merits in determining what provision shall be made.

"It will be the policy of the Government to discourage litigation, and to deal directly with injured persons, to the end that the injured persons may receive the benefit of any amount which the Government pays, without the expense of litigation and without being compelled to turn over one-third or one-half to an attorney. You may, therefore, let it be known that such claims will be considered on their merits.

"As to fee contracts: You are authorized to exercise a wise discretion, and are not required to make payment as provided therein, but only on such

terms as will enable the person injured to receive just treatment. If the contract is unjust you may pay the attorney such reasonable sum as will pay him for the services actually rendered."

**J. TUMINELLO LOSES \$10,000
LAW SUIT AGAINST
Y. & M. V. R. R.**

A good illustration of how railroads in Mississippi were harassed by frivolous litigation is afforded by the suit of J. Tuminello vs. the Yazoo & Mississippi Valley Railroad Company for \$10,000, tried during the last term of court at Clarksdale, Miss., resulting in a jury verdict for the railroad.

This case was such a flagrantly unjust one that Mr. C. H. Markham, president of the road, wrote an open letter regarding it, which was published April, 1917, and copied in the columns of this magazine. Mr. Markham recited the fact that on June 11, 1911, the Gulf Compress at Clarksdale and a lot of cotton were burned, and suits were later filed against the Y. & M. V. R. R. Company in Chicago on behalf of the insurance companies who sought to recoup their losses; that this case was tried in 1916 and won by the railroad; that it was charged in that suit that a spark from an engine handling a special train set out the fire, due to the fact that this special train was running by the compress, situated about a mile south of the depot, at a very high rate of speed. As Mr. Markham stated, J. Tuminello of Clarksdale, Miss., chartered this train to carry himself and family to Greenville to be present at an operation upon his wife.

At the trial of the fire suit J. Tuminello and his relatives, who were on the train, were introduced by the Railroad Company, and they testified that the train ran very slowly until it reached a point south of the compress. By other witnesses the railroad showed that the train was gotten ready in a great hurry, and that while at the depot at Clarksdale the firemen

turned on the injector, forgot it and filled the boiler so full of water that the engineer could open the throttle but a short distance until he had run a few miles and worked some of the water out of the boiler.

Clarksdale attorneys were associated as counsel for the plaintiff in the fire suits. After that suit was tried these same attorneys filed suit at Clarksdale for Tuminello to recover damages for mental anguish he sustained six years before because the train ran so slowly, charging that it was due to the negligence of the railroad in filling the boiler of the engine so full that it could not be properly operated, in the face of the fact that the train made the trip to Greenville in thirty minutes less time than No. 15 is scheduled to make, and No. 15 is the fastest train on the Y. & M. V.

Mr. Markham closes his letter by saying:

"We no longer look with levity upon these frivolous law suits. They have become serious matters with us. We are trying to let the public know about them, because we feel that the public believes in the spirit of fair play."

Just how serious such matters are the experience in this case shows. The suit was set for trial May 8th, but the trial was not started until the 13th. The railroad was compelled to procure the attendance of the railroad agent at Clarksdale, its district surgeon from Greenville, a fireman, hostler, engineer, general foreman, conductor, two dispatchers, all of whom were employed on the railroad; an ex-employee now at Little Rock with the Frisco Railroad, and an ex-train porter, besides the City Court Clerk of Clarksdale. All of these witnesses, except two, were nonresidents of Clarksdale. Yet the railroad had to have them in daily attendance, as it could not be determined when the case would be reached.

The time and expenses of these witnesses, paid by the railroad, totals \$584.45. Besides this, of course, there

was the time and expense incurred in investigating the case, correspondence and telegrams sent in locating and procuring the attendance of witnesses, and the fees of attorneys who tried the case; then there was the expense of the taxpayers of Coahoma County for the time of the court and its attaches and the jury. In all, no doubt, the case required an expenditure of more than \$1,000.00.

The mere statement of the cause of action and the fact that the suit was not filed for six years after the trip complained of at once convinces any fairminded person that it was wholly without merit.

MIKE HARRINGTON, THE DAMAGE SUIT LAWYER, IN THE COILS

Mike Harrington, the well-known damage suit lawyer of O'Neill, Neb., who has been a thorn in the flesh of the railroads of the Northwest for many years, will probably not be in position to bother the railroads any more for some time to come. He was recently tried in the Federal Court at Omaha on the charge of obstructing public justice and corruptly and unlawfully intimidating one Mary Pittman, a witness in a white slave case at Sioux City. Convicted along with him on the same charge were four others. The indictment charged that Harrington concealed Mary Pittman for some time at the home of one of the defendants at Omaha, and thereafter sent her, in company with another of the defendants, to Winnipeg, Canada, for the purpose of preventing her appearance in the United States Court at Sioux City and there giving her testimony.

The case grew out of the prosecution of Charles T. Anderson, a hotel-keeper of Ainsworth, Neb., who was arrested in 1915 on the charge of taking a woman from Ainsworth, Neb.,

to Sioux City, Ia., for immoral purposes. Anderson's trial was set for May, 1916, but at that time Chief Eberstein of the Federal Bureau of Investigation and his agents were unable to find the woman, Mary Pittman, who was being held as a government witness. Later she was brought back from Canada, whereupon Anderson pleaded guilty to the white slave charge, and was sentenced to two years in the penitentiary, which sentence he is now serving.

Mike Harrington made a fortune out of suing the railroads in damage cases. He probably would now gladly give up all of his gain to be free of the government's charge against him.

Mike succeeded in getting his clutches pretty deeply into the treasury of the Illinois Central in three cases, all of which were looked upon by the Company as being totally devoid of real merit. One of these cases was that of Mrs. Ruth McHenry Morrison, of Dow City, Ia., who claimed to have sustained injuries while alighting from train No. 14 at Denison, Ia., July 19, 1914. She employed Mike, who filed a suit against the Illinois Central for \$15,000.00 at his home town of O'Neill, Neb., securing service by attaching funds belonging to the Illinois Central held by other Railroad Companies in the State of Nebraska. He also filed suit in behalf of the woman's husband, Earl Morrison, for loss of services of his wife for the sum of \$30,000.00. This suit was filed at O'Neill in the same manner as the wife's suit was filed. Mrs. Morrison's case was tried and resulted in a verdict against the Company for \$7,500.00, which was later affirmed by the Supreme Court of Nebraska. The judgment, interest and costs in this case, which the Company had to pay, amounted to \$8,891.97. The husband's case for loss of services was later compromised by the Company for \$1,250.00. The net result of these two cases was that the Company was gouged out of \$10,141.97, in addition

to the costs of the trial of Mrs. Morrison's case.

It was alleged that Mrs. Morrison caught her heel in a defective step of the car from which she alighted. It happened that the car involved was one of the Company's new steel cars and that the steps were in perfect condition. In fact, the new paint had not even been worn off the steps. The proof showed that Mrs. Morrison was always frail, delicate and deformed, having been born with only one arm. Many witnesses who had known her practically all of her life testified that they could not see any difference in her appearance after the alleged injury, but testimony for the railroad counted for nothing in this case. It was the wiles of Mike Harrington that counted. He only introduced two witnesses. One was the woman herself and the other was her husband.

The other case in which Mike fastened his fangs into the Illinois Central treasury was that of George R. Williams, who sued the Illinois Central for \$40,000.00 at Jackson, Miss., for alleged injuries sustained at Memphis, Tenn., March 15, 1913, while working as a switchman. Williams feigned paralysis and fooled a number of doctors about his true condition. The jury was completely taken in by the plausibility of his testimony and awarded him \$15,000.00, which was later affirmed by the Supreme Court of Mississippi. The judgment and interest paid by the Company in this case amounted to \$17,540.00. In addition, the Railroad Company had to bear the expense of assembling witnesses from all parts of the country at Jackson for the trial. After the money was paid Williams became the champion golf player of his home town of Atkinson, Neb.

What Mike did to the Illinois Central amounted to but a drop in the bucket compared to what he did to the railroads of the Northwest in years gone by. The railroads will probably

not sympathize very much with him on account of his present predicament.

THE SECOND JURY REFUSES TO RESPOND

The *Clarksdale Challenge* of May 17th carried the following item:

"A verdict was rendered in favor of the railroad in Circuit Court here Saturday in the case of Mrs. Ruth Green, of Jonestown vs. Y. & M. V. R. R. for \$50,000.00 damages for the death of her son. The jury voted 9 to 3 in favor of the railroad. The son of Mrs. Green was killed at Penton, Miss., on October 4, 1916, when the automobile in which he was riding was struck by a Y. & M. V. train. Young Peterson was also killed in the wreck and two others badly injured. The suit has attracted much interest and occupied several days of the court's time. This makes the second trial of this suit, the first, like the latter, resulted in a verdict for the Railroad Company, but for some reason Judge Alcorn set aside the verdict of the twelve men and ordered another trial."

The setting aside of the verdict for the railroad on the former trial, as stated by the *Challenge*, did not do Mrs. Green any good, as the result of the second trial is the same. It did, however, double the expense for the railroad and for the taxpayers of Coahoma County. The railroad, out of sympathy for Mrs. Green, offered to pay her \$1,000.00 shortly after the accident occurred, but she had been advised by the best legal authority in Coahoma County, so she said, that she could easily get \$10,000.00 through a suit.

The amount saved the company by her refusal to accept the compromise will probably cover the expense of the trials, so that the railroad is none the worse financially, but Mrs. Green has lost \$1,000.00, which presumably would have been of considerable assistance to her.

STATE COUNCIL OF DEFENSE OF MISSISSIPPI WILL EN- DEAVOR TO CONSERVE LIVE STOCK

On the 7th of May representatives of the Claim Departments of most of the Mississippi lines met at Jackson, Miss., to collect information about the number of head of live stock killed by locomotives in the state during the year 1917, and the amount paid by the Railroad Companies in settlement of claims on account of this live stock, for the purpose of reporting the whole matter to the Mississippi State Council of Defense. Mr. E. W. Sprague acted as Chairman, and Mr. M. M. Robertson, of the A. & V., acted as Secretary. All of the railroads were not represented at the meeting, but from the actual figures presented by those represented, and estimating the number of head of stock killed by the railroads not represented and the amount paid by them, it was concluded that approximately 7,500 head of stock were killed by the railroads of Mississippi during 1917, and that they paid out a quarter of a million of dollars in settlement of these claims. A Committee was appointed to present the matter to the State Council of Defense, with the view of asking that body to take some action to conserve the live stock of the State during the period of the war. After the meeting the Committee called upon the officers of the State Council of Defense, and they enthusiastically agreed to follow the plan adopted in Louisiana of sending out pledge cards to all stock owners located near the railway tracks. The stock owners will be asked to sign these cards pledging themselves to keep their live stock enclosed during the period of the war. The *Jackson Daily News* of May 16th commented editorially upon the movement as follows:

"A work well worth while has been undertaken by the State Council for Defense.

"Letters are being sent out to owners of live stock urging them, as a food

conservation measure, to keep their stock away from the railroad tracks.

"During the year 1917 nearly 8,000 head of live stock, chiefly animals used for human food, were killed by railroad trains in this state.

"In practically every instance these accidents were unavoidable. The engineer simply could not stop his train in time to prevent collision with the animal that had strolled onto the tracks.

"Aside from the fact that in practically every instance the railroad had to pay for the animal killed, thus depleting its revenues so badly needed for maintenance and improvements, the number of animals killed during the year was enough to feed a large-sized army.

"Again, whenever a train strikes a cow, a horse or a hog, the lives of the passengers aboard are placed in jeopardy. The worst wrecks in the history of American railroads have been caused by striking animals trespassings on the right of way.

"But the most important phase of this truly important question is the conservation of food. Our boys in the trenches cannot fight unless they are fed. We have been observing wheatless days and meatless days in their behalf, and yet each year we are unnecessarily destroying meat-producing animals worth millions of dollars—just because the owners of these animals are careless.

"Statistics recently compiled show that during a period of five years the railway lines in Mississippi, Missouri, Arkansas and Louisiana killed nearly 160,000 head of live stock. If this number of animals were loaded in freight cars it would require nearly 1,000 trains of thirty cars each to carry them to market. The cars would stretch down the track for a distance of nearly twenty-five miles.

"The slaughter of live stock by the railroads is wanton waste, and, as the State Council of Defense points out, it is our patriotic duty to see that it is checked."

Some people were made to be soldiers,
 But the Irish were made to be cops.
 Sauerkraut was made for the Germans,
 And sphagetti was made for the
 wops.

Fishes were made to drink water,
 Bums were made to drink booze.
 Banks were made for money,
 And money was made for the Jews.

Everything was made for something,
 Most everything but a miser.
 God made Hoover for food adminis-
 trator,
 But who in the h—l made the kaiser?
 —Ex.

AIRPLANE CRASHES INTO FREIGHT; TWO INJURED

Lieut. Russell Bandy, an English aviator instructor, and Harry Buchanan, a student pilot, are in the John Warner hospital suffering from severe injuries received when their airplane hit a moving freight train and crashed to the ground near the George Payne place northeast of Clinton Sunday afternoon, April 28th, about 5:30 o'clock. This machine was one of five which participated in the Liberty day demonstration in Taylorville and was the second one to meet with an accident before returning home.

The machines were scheduled to fly over Clinton Friday, en route to Rantoul, but this was called off when the machine manned by Lieut. Aney, who was commander of the squadron, met with an unfortunate accident just after leaving Taylorville. In some manner he lost control of his machine and it crashed to the ground and is now lying in a wheat field near Taylorville broken and beyond repair. Aney escaped uninjured. The second machine returned to Rantoul via Decatur and the other three passed over Clinton Sunday.

Crashes Into Train

The first machine flew over about 3:30 o'clock Sunday afternoon and the other two followed about 5. The last two machines stopped in Clinton to take on gas. After circling about the city several times they alighted near the Payne farm northeast of Clinton. After taking on the gas one of the machines started and the driver of the other motioned him to go on.

As near as it could be learned from those who saw the accident, the instructor allowed the student to guide the machine. They had not got up in the air very high when the instructor noticed that the student could not handle the machine and he told him to "take to the ground." In doing so the student was a little too fast and the nose of the machine struck a moving freight train. The machine then crashed to the ground, pinning the occupants under it.

The Oakman ambulance was called and the injured men removed to the hospital, where Drs. G. S. Edmonson, W. R. Marsh and C. S. Bogardus, were waiting to give them medical attention. The instructor had a fractured hip, cuts on his face and head, and the student had a broken jaw, and other injuries.

A telephone message was sent immediately after the accident to Maj. Krapp, in charge of the field at Rantoul. The machine is almost a total wreck, but will be sent back to Rantoul for repairs.—*Decatur (Ill.) Herald, April 29, 1918.*

THE SPIRIT OF THE TIMES

Attorney G. Odie Daniel, of Starkville, Miss., was handling a claim for stock killed for G. R. McIlvaney, of Sturgis, Miss. Claim Agent J. L. Scott offered \$50.00 in compromise of the claim. Mr. Daniel wrote Mr. Scott under date of May 18th, a letter reading as follows:

"Replying to your favor of yesterday, beg to say that I am going to accept your proposed compromise set-

tlement of \$50.00, without further haggling. I appreciate the fact that the Government has charge of the railroads now, and it is the duty of all of us to adjust these matters in the most economical way possible, and I trust that Mr. McIlvaney will feel satisfied with this settlement, though his loss might have been greater. I shall, therefore, thank you to send to him direct, at Sturgis, your voucher for this amount. And I will add that for the purpose of effecting this settlement on the basis mentioned, I am charging Mr. McIlvaney no fees whatever."

ESTELLA HARRIS AND HER LAW SUIT

In the year 1916 considerable trouble was experienced on a portion of the New Orleans Division by unknown parties shooting negro brakemen on freight trains. Several brakemen were killed or injured in that way. On August 26 of that year Alex Harris, colored brakeman on train No. 91 running between Vicksburg and Wilson was shot near Hamburg, Miss., and later died. It was impossible to ascertain who did the shooting. Small donations having been made to the families of other brakemen who had been killed in this way, \$350.00 was tendered the widow of Harris, which she spurned, and a suit for \$20,000.00 was filed in the Circuit Court of Warren County. Before it was reached for trial, the Law Department offered \$500.00, but this was also refused. After trial, the jury promptly returned a verdict for the railroad.

The belief still persists in the minds of some that the railroad is liable every time anything happens to an employe on duty, and there are also some who profess to believe that the officials of the company never offer to pay anything unless they know the company is liable. Those who felt that way about the Harris suit now, no doubt, have discovered their mistake. These mistakes are usually made, however, because of misrepresentations and poor

advice given the injured persons or their families by self seeking individuals.

STUPENDOUS FIGURES SUED FOR; SMALL SUMS RECOVERED

On the docket of the Warren County, Miss., Court for the April term, which ran from April 22nd to May 17th, there were twenty-one personal damage suits against the Y. & M. V. Railroad Company, in which the damages claimed totaled \$207,000.00. Five of these cases, in which the demands amounted to \$32,000.00, were compromised for \$625.00; one, in which the amount sued for was \$25,000.00, resulted in a verdict for \$750.00, and another, where \$20,000.00 was asked, was tried and a verdict obtained for the railroad. So these six suits, with aggregate demands of \$77,000.00, were disposed of at a cost of \$1,375.00, or about 1 $\frac{2}{3}$ per cent of the amount sued for.

The remaining fourteen cases, in which the total demanded was \$130,000, were continued at the instance of the plaintiffs. Should they cost the company at the same rate, the total twenty-one cases, in which the demands amounted to \$207,000, would result in a recovery of \$3,708.32.

Could other comment be more expressive as to the frivolous nature of this litigation and the absurdity of the demands mentioned in the suits?

Of the fourteen cases so willingly continued by the plaintiffs, but one is for actual personal injuries sustained. In one a passenger claimed the ticket agent accused her of trying to pass a counterfeit bill; another one by an employe who claimed libel and slander because of a letter written in connection with time checks; one is for having to sit in a cold depot; two alleged mistreatment by the conductor, five for being carried a short distance beyond their stations and having to walk back, and one because the plaintiff missed the train.

**MISSISSIPPI CLAIM AGENTS
GET TOGETHER**

On the 7th ult. The Mississippi Railway Claim Agents Association was organized at Jackson, Miss. The Association will include in its membership the representatives of all steam and electric lines operating in the state. The following officers were elected to serve during the first year:

President—Mr. M. M. Robertson,
A. & V. Ry. Co., Vicksburg, Miss.

Vice-President—Mr. E. R. Cassidy,

N. O. G. N. Ry. Co., Bogalusa, La.

Secretary and Treasurer—Mr. H. G. Mackey, I. C. R. R. Co., Jackson, Miss.

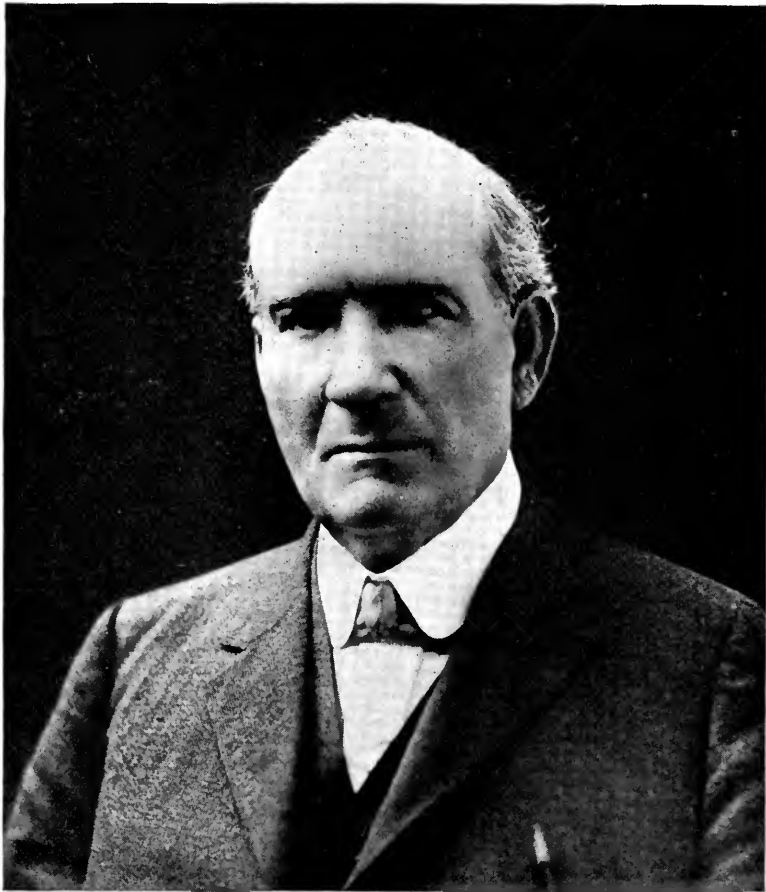
The first regular meeting of the Association was held at Jackson on the 7th inst., and meetings will be held every three months in the future. These meetings will enable the claim representatives of the state to become acquainted with each other and to exchange views and experiences relating to the handling of claims for the railroads with the view of bettering conditions.



FROM THE LAW DEPARTMENT



Biographical Sketch No. 35



CHAP L. ANDERSON

CHAP L. ANDERSON

Local Attorney, Illinois Central R. R. Co.
Kosciusko, Miss.

MR. CHAP L. ANDERSON was born March 15, 1845, in Noxubee County, Mississippi, where he attended common school until the Civil War. On March 5, 1862, he enlisted as a private in the 39th Mississippi Infantry Regiment and was promoted through successive grades of non-commissioned officers until July, 1864, when he became Second Lieutenant of Cavalry, in which capacity he served until the close of the war. He entered the University of Mississippi in January, 1866, taking a partial course in the literary and law departments. Having settled in Kosciusko, Miss., he commenced the practice of the law there on February 14, 1868, and was Mayor of that City in 1874-1875. He was a member of the State Legislature of 1880; elected to the 50th Congress in 1886, re-elected to the 51st Congress; and was United States District Attorney for the Northern District of Mississippi in 1896-1897. He was appointed Local Attorney of the Chicago, St. Louis & New Orleans Railroad Company in 1876 for Attala County, Mississippi, and continued in that office until this road was leased to the Illinois Central Railroad Company in 1882, at which time he was appointed Local Attorney for the new road, he has served the company faithfully ever since. He is one of this company's most valued and trusted attorneys.

**UNITED STATES DISTRICT COURT, DISTRICT OF MINNESOTA,
FOURTH DIVISION.**

Avis Dooley, Plaintiff,

vs.

Pennsylvania Railroad Company, Defendant.
Chicago, St. Paul, Minneapolis & Omaha
Railway Company, et al, Garnishees.

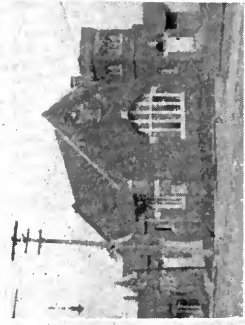
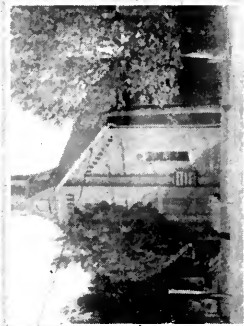
**ORDER QUASHING GARNISHMENT PROCEEDINGS
AND DISCHARGING GARNISHEES.**

The above entitled cause came on for hearing upon the motion made on behalf of the defendant Pennsylvania Railroad Company to quash the garnishment proceedings heretofore commenced and discharge the several garnishees. The ground of the motion relied upon at the argument was that the traffic balances in favor of the Pennsylvania Railroad Company in the possession of the garnishees or any of them are not garnishable because of the provisions of the proclamation of the President of the United States dated December 26, 1917, relative to government control of the railroads, and especially the provision of said proclamation reading as follows:

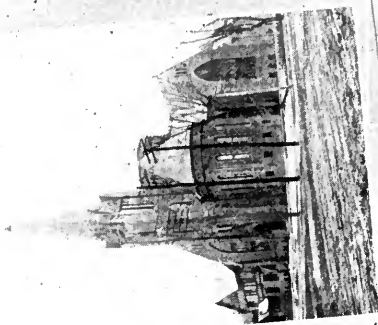
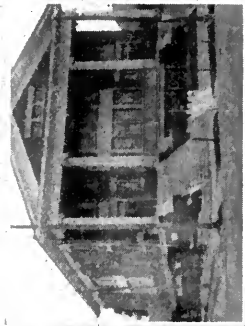
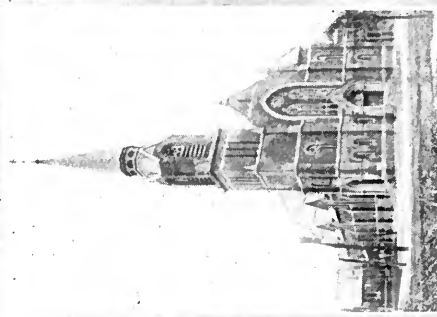
"Except with the prior written assent of said director, no attachment by mesne process or on execution shall be levied on or against any of the property used by any of said transportation systems in the conduct of their business as common carriers; but suits may be brought by and against said carriers and judgments rendered as hitherto until and except so far as said director may, by general or special orders, otherwise determine."

Messrs. Moore, Oppenheimer & Peterson appeared in behalf of said motion; and Wm. A. Tautges, Esquire, in opposition thereto.

Said motion was made on all the files and proceedings in said action and in the garnishment proceedings. And the court having heard the arguments of counsel, and duly considered the same, together with all the files and records in said action and said garnishments proceedings hereby,



*Churches, Henderson
Kentucky*



ORDERS, that said garnishment proceedings be, and the same are hereby, *quashed, and the garnishees discharged.*

Dated May 10th, 1918.

(Signed) WILBUR F. BOOTH,
Judge.

MEMORANDUM

The main facts upon which the present motion is based are not in dispute. The garnishment summons was served on the several garnishees on January 29, 1918. Notice was thereafter given to the defendant company as required by statute. Disclosures were had, showing that several of the garnishees had on the date of the service of the garnishee summons certain traffic balances in their hands belonging to the defendant Pennsylvania Company. It is admitted that the defendant company and the several garnishee companies had all been taken under federal control prior to the garnishments.

The ground relied upon at the argument of the motion to quash was that by virtue of the provision in the proclamation of the President of the United States, dated December 26, 1917, the traffic balances aforesaid were not garnishable. The provision in said proclamation referred to is as follows:

“Except with the prior written assent of said director, no attachment by mesne process or an execution shall be levied on or against any of the property used by any of said transportation systems in the conduct of their business as common carriers; but suits may be brought by and against said carriers and judgments rendered as hitherto until and except so far as said director may by general or special orders, otherwise determine.”

It is admitted that no written consent of the director mentioned in said above-quoted clause has been obtained granting the levy of the garnishment.

It is claimed, however, by the plaintiff, first: that this particular clause of the proclamation is without warrant of law; second: that traffic balances are not included within the terms of said clause. In other words, that such traffic balances are not “properly used by any of said transportation systems in the conduct of their business as common carriers.”

As to the first ground: The law pursuant to which the President's proclamation was issued is found in section 1, chapter 418, 39 Stat., page 645. It reads as follows:

“The President, in time of war, is empowered through the Secretary of War, to take possession and assume control of any system or systems of transportation, or any part thereof, and to utilize the same to the exclusion as far as may be necessary of all other traffic thereon, for the transfer or transportation of troops, war material and equipment, or for such other purposes connected with the emergency as may be needful or desirable.”

It is elementary that what is implied in a statute is as much a part of it as what is expressed.

County of Wilson vs. National Bank, 103 U. S., 770, 778.

City of Little Rock vs. U. S., 103 Fed. 418, 420.

It is also elementary that when a power is conferred by statute everything necessary to carry out the power and make it effectual and complete will be implied.

26 Am. & Eng. Ency. of Law, 2nd Ed., p. 614, and cases cited.

This is the same principle that is well established in the law of agency.

Meachem on Agency, 2nd Ed., sec. 789.

In the statute above quoted the President was authorized to "take possession, assume control and utilize" any system of transportation. It needs no argument to show that it was necessary in order that these powers be made effective that the possession, the control, and the utilization of the properties should be exclusive, and not subject to interference by private parties.

The clause in the President's proclamation prohibiting levies by lien or final process was therefore fully authorized and was valid.

The second contention, viz: that moneys constituting traffic balances do not come within the purview of the proclamation, in other words, are not "properly used by any of said transportation systems in the conduct of their business as common carriers," in my judgment can not be sustained. Certainly cars, engines, coal, machinery, would all be clearly within the terms used. Moneys coming in as traffic balances are simply earnings constituting a revolving fund, and form a part of a working, or liquid, capital. Such a fund is just as necessary to the successful operation of a railroad as cars, engines or coal. This liquid capital may be part of a wage fund today, part of a coal-purchasing fund tomorrow, part of a car rental fund the day after. The court will take judicial notice that no railroad system can be successfully operated without such a fund. The tying up of such a fund would clearly be detrimental to the successful operation of a railway system in the same way that the seizure of any other of its property would be.

I am clearly of the opinion that these traffic balances involved in the present matter are within the scope of the language of the President's proclamation, and are therefore not subject to garnishment.

(Signed) WILBUR F. BOOTH,

Judge.

A—DIRECTOR GENERAL ORDERED ADVANCES IN FREIGHT RATES, PASSENGER FARES AND BAGGAGE CHARGES.

In his general order No. 28 of May 25, 1918, the director general of railroads found and certified to the Interstate Commerce Commission that in order to defray the expenses of federal control and operation fairly chargeable to railway operating expenses and also to pay railway tax accruals other than war taxes, net rents for joint facilities and equipment, and compensation to the carriers operating as a unit, it is necessary to increase the railway operating revenues; that the public interest requires a general advance in all freight rates, passenger fares and baggage charges on all traffic carried by all railroads and steamship lines taken under federal control, under the act of congress, approved August 29, 1916, be made by initiating such rates, fares, charges, classifications, regulations and practices by filing the same with the commission under authority of the act of March 21, 1918; and the exhibit of 21 sections, made a part of said order, provides in substance that, effective June 25, 1918, as to freight rates, and June 10, 1918, as to passenger fares and baggage charges, that both interstate and intrastate class rates shall be advanced by 25 per cent, governed respectively by these four classifications: Official, southern, western and Illinois, all other state classifications being canceled; that after such increase of 25 per cent no rates shall be applied on any traffic moving under class rates lower than the amounts named, which, on first class, for example, is 25 cents per 100 pounds. The rates on coal, where now 0 to 49 cents per ton, are advanced by 15 cents, as a minimum. The maximum advance is 50 cents per ton, where the rate is now \$3 or higher. Similar advances are made on other commodities, for example, stone, 2 cents; sand and gravel, 1 cent; brick, 2 cents; cement, 2 cents; lumber, 25 per cent, but not exceeding 5 cents; wheat, 25 per cent, but not exceeding 6 cents, the

rate on other grain to be not lower than the new wheat rates; cotton, 15 cents, the rate on cotton linters to be not lower than the new cotton rates; and there is a general provision that interstate commodity rates not specifically mentioned are to be advanced 25 per cent.

It is further provided that intrastate commodity rates shall be canceled where interstate commodity rates are published on substantially the same commodities between the same points, and the interstate rates are increased under this order; that all intrastate rates shall be filed with the Interstate Commerce Commission; that the minimum charge on less than carload shipments shall in no case be less than 50 cents; that the minimum charge for carload shipments be \$15 per car, but that this does not apply to charges for switching service; and that while established rate groupings and fixed differentials are not required to be used, their use is desirable if found practicable, even though certain rates may result which are lower or higher than would otherwise obtain.

Concerning passenger fares and baggage charges, it is provided that this order shall apply to both interstate and intrastate fares of railroads under federal control; that no existing fare equal to or in excess of 3 cents per mile shall be reduced; that all fares now constructed on a lower basis than 3 cents per mile shall be advanced to the basis of 3 cents per mile; that all fares which are on a lower basis than said existing or advanced fares, as the case may be, such as mileage or excursion tickets, shall be discontinued, but that provisions of the commerce act, authorizing free or reduced fares or transportation, may be observed, except that no mileage tickets shall be issued at a rate that will afford a lower fare than the regular one-way tariff fare, and except that excursion tickets may only be issued under certain restrictions stated in the order; that where public convenience will be served thereby, subject to the approval of the director general, fares determined by the short line may be applied over longer practicable routes; that officers, enlisted men, and nurses of the United States army, navy and marine corps, when traveling in uniform at their own expense, shall be granted the privilege of purchasing passage tickets at one-third the regular one-way fare via route of ticket applicable in coach, parlor or sleeping car, as the case may be, when on furlough or official leave of absence, except that this reduced fare shall not be granted on short-term passes from camps or when on liberty from ships or stations to nearby cities; that passengers traveling in standard sleeping cars or parlor cars shall be required to pay an additional charge of 16 2-3 per cent of the normal one-way fare, and passengers traveling in tourist sleeping cars an additional passage charge of 8 1-3 per cent of the normal one-way fare, these charges being in addition to those required for the occupancy of berths in sleeping cars or seats in parlor cars; and concerning excess baggage charges, it is provided that the basis for computing such charges shall be 16 2-3 per cent of the normal one-way passenger fare, with minimum of 15 cents per 100 pounds and minimum collection of 25 cents per shipment.

B—SUPREME COURT DECISIONS.

1. *State boundaries on navigable streams—erosion and avulsion.*—In *Arkansas v. Tennessee* 246 U. S. 158, opinion by Mr. Justice Pitney, it was held that when two states are separated by a navigable stream, their boundary, being described as a line drawn along the middle of the river, must be fixed at the middle of the main navigable channel, so that each state may enjoy an equal right of navigation; that the true boundary line between Arkansas and Tennessee is the middle of the main channel of navigation of the Mississippi, as it existed at the treaty of peace concluded between the United States and Great Britain in 1783, subject to such changes as have occurred since that time through natural and gradual processes; that when the bed and channel

are changed by the natural and gradual processes known as erosion and accretion, the boundary follows the varying course of the stream, while if the stream from any cause, natural or artificial, suddenly leaves its old bed and forms a new one, by the process known as an avulsion, the resulting change of channel works no change of boundary, which remains in the middle of the channel, although no water may be flowing in it, and irrespective of subsequent changes in the new channel; and in this particular case the court appointed a commissioner to locate the boundary in accordance with these principles.

2. *Limitation of liability—difference between defeating recovery for loss arising from carriers' own negligence and fixing amount of recovery upon agreed valuation.*—In *Boston & M. R. Co. v. Piper*, 38 S. C. R. 354, opinion by Mr. Justice Day, Piper sued to recover damages for loss occasioned by delay in delivering cattle as a result of the company's negligence; shipments moved at reduced rates under uniform live stock agreement, *whereby the shipper was to accept for loss arising from the carriers' negligence reimbursement of amount spent for feed and water as full compensation for all loss.* The Supreme Court held that many decisions of this court have held the carriers may offer to the shipper and the shipper may be bound by contract, which limits recovery to a valuation declared by the shipper in consideration of the reduced rate for the carriage of the freight; that such contracts have been held not to be in contravention of the settled principles of the common law, preventing a carrier from contracting against liability for loss resulting from its own negligence, and all lawful limitations upon the amount of recovery obtaining upon the shipper upon principles of estoppel; and the court concludes:

"While this provision was in the bill of lading, the form of which was filed with the railroad company's tariffs with the Interstate Commerce Commission, it gains nothing from that fact. The legal conditions and limitations in the carrier's bill of lading, duly filed with the commission, are binding until changed by that body (*Kansas Southern Ry. vs. Carl*, 227 U. S. 639, 654, 33 Sup. Ct. 391, 57 L. Ed. 683); but not so of conditions and limitations which are, as is this one, illegal and consequently void."

3. *Construction of sidewalks.*—By statute in Minnesota, it is the duty of every railroad whenever its right-of-way crosses a public street in a municipality to construct a suitable sidewalk to connect with, and correspond to, sidewalks constructed by the municipality or owners of abutting property. The state, on relation of the village of Clara City, filed a petition for a writ of mandamus against the Great Northern railway. On the relator's appeal an order sustaining the demurrer to the petition was reversed (153 N. W. 879); and upon the railroad's taking the case to the Supreme Court of the United States upon writ of error, where it was contended that the statute is unconstitutional as denying the railroad due process or equal protection of law, the court held (*Great Northern R. Co. v. Minnesota*, 38 S. C. R. 346, opinion by Mr. Justice Day): "It is too well settled by former decisions of this court to require extended discussion here—that railroad companies may be required by the states in the exercise of the police power to make streets and highways crossed by the tracks of such companies reasonably safe and convenient for public use, and this at their own expense. * * * Such companies accept their franchises from the state subject to their duties to conform to regulations, not of an arbitrary nature, as to the opening and use of the public streets for the purpose of promoting the public safety and convenience." It was also held: "This court considers a case of this nature in the light of the principle that the state is primarily the judge of regulations required in the interest of the public safety and welfare. Such statutes may only to be declared unconstitutional where they are arbitrary or unreasonable

attempts to exercise authority vested in the state in the public interest. We are not prepared to say that this statute is of that character."

C—DECISIONS OF INTERSTATE COMMERCE COMMISSION.

1. *Natchez-Louisiana rates—Shreveport doctrine applied.*—In *Natchez Chamber of Commerce v. Y. & M. V. R. Co.*, 49 ICC 700, opinion by Commissioner Meyer, the interstate class rates between Natchez and points on the Y. & M. V. in Louisiana were alleged to be unreasonable and unjustly discriminatory. The company answered: "If, by reason of inequality or disparity between said interstate rates applicable between Natchez, Miss., and points in Louisiana, upon the one hand, and said intrastate Louisiana rates upon the other, there does exist unjust discrimination against shippers located at Natchez and undue prejudice in favor of shippers located in the state of Louisiana, the remedial order, if any shall be made herein, should admit of the advancing of said intrastate Louisiana rates and should not require any reduction whatsoever in said interstate Mississippi-Louisiana rates." The commission held that the interstate rates were not shown to be unreasonable, but that they subject Natchez to undue prejudice, in so far as they exceed the class rates from New Orleans to the points involved by more than is indicated in the report, which results in large advances in the state rates.

2. *Adjacent foreign country—reparation.*—Political conditions in Mexico resulted in cancellation of joint through rates and arrangements between lines north and south of the boundary. The Santa Fe had no means of compelling the Mexican carriers to participate in the payment of an award of reparation, and it contended that the commission should segregate the charges which the defendant railways of the United States should pay on the basis of the amounts due separately from the lines north and south of the border; but the commission held (*Swift & Co. v. M. P. Ry. Co.*, 49 ICC 336): "We have no jurisdiction over the Mexican lines, but as the carriers which participated in the transportation are jointly and severally liable (*Black Horse Tobacco Co. v. I. C. R. R. Co.*, 17 ICC 588), our order will run against the American lines only."

3. *Sugar rates from New Orleans*—Advances from 24 to 26 cents per 100 pounds were approved from New Orleans to junctions for 497 miles in 49 ICC 494, the commission citing with approval 32 ICC 606 and 48 ICC 739, also the Edgar case, 26 ICC 181, wherein it was said: "The commission long since recognized that the sugar adjustment in the southeast was not on a proper basis and that here and there sugar was enjoying rates that did not contribute in proper proportion to the revenues of the carriers."

4. *Cement distance scale.*—A distance tariff ranging from 91 cents per ton for 31-40 miles to \$2.02 for 241-250 miles was prescribed in *Allentown Portland Cement Co. v. B. & O. R. R. Co.*, 49 ICC 502, Commissioner Woolley stating for the Commission in condemning the existing rates, that "the present rate structure has resulted in large part from the subordination of transportation conditions to commercial considerations, and that no permanent solution of the problems here presented can be attained without reversing the process."

5. *Rates dependent on declared or released value of property.*—On April 26, 1918 the Interstate Commission by the following notice directs attention to the carriers duty to obtain the Commission's authority to maintain such rates:

"The only purpose in publishing rates dependent upon the declared or released value of the property transported is to limit the carrier's liability in case of loss of or damage to the property. By amendment to section 20 of the act to regulate commerce, approved March 4, 1915, 'any such limitation without respect to the

manner or form in which it is to be made' was declared to me unlawful and void. It was provided, however, that under certain conditions the Commission might establish and maintain rates dependent upon the value of the property as stated in writing by the shipper.

"In *The Cummins Amendment*, 33 ICC 682, decided May 7, 1915, the Commission said: 'Neither the bills of lading or other contracts for carriage or classifications or rate schedules of the carriers should contain any provisions which are so declared to be unlawful and void.'

"Effective August 9, 1916, that part of section 20 of the act which authorized the Commission to establish and maintain rates based upon declared value was amended and the provision that any attempt to limit the carrier's liability should be unlawful and void was modified so it should not apply to baggage or to property other than ordinary live stock, 'concerning which the carrier shall have been or shall hereafter be expressly authorized or required by order of the Interstate Commerce Commission to establish and maintain rates dependent upon the value declared in writing by the shipper or agreed upon in writing as the released value of the property.'

"In *Express Rates, Practices, Accounts, and Revenues*, 43 ICC 510, decided April 2, 1917, the Commission said: 'We cannot, in view of the provisions of the law, authorize or sanction such rates upon ordinary live stock; neither can they lawfully be maintained upon any other character of traffic except under authorization duly granted by the Commission.'

"This decision was followed in *Live Stock Classification*, 47 ICC 335, and again in *Williams Co. v. Hartford & New York Transportation Co.*, 48 ICC 269, in which the Commission held that the rates complained of which were dependent upon the value of the property and which the carriers had not been authorized by order of the Commission to maintain, were unlawful.

"Some carriers have neglected to secure from the Commission authority to maintain such rates or to cancel them from their tariffs. Unnecessary controversies arise as to the charges on property transported thereunder. It is clearly the duty of every carrier to secure from the Commission authority for the maintenance of such rates or to eliminate them from its classification and rate schedules. The Commission expects that each carrier will give this matter prompt and careful attention."

Appointments and Promotions

Effective May 7th, 1918, Mr. Frederick H. Anderson, is appointed Train Master, New Orleans Division, with headquarters at Wilson, La., vice Mr. Richard B. Cooper, resigned.

Effective May 16th, 1910, Mr. W. S. Thompson is appointed Auditor of Miscellaneous Receipts, vice Mr. C. C. Whitney resigned.

Effective June 1, 1918, Mr. C. B. Dugan is appointed assistant superintendent of dining car service with headquarters at Chicago.

Illinois Central Employes Assist in Rebuilding Towns Wrecked by Cyclone

TELEGRAM

C. W. D. A.,

Waterloo, Ia., May 14, 1918.

Clift, Chicago.

About 200 shopmen Waterloo have volunteered go to Nashua next Sunday assist clearing away wreckage in rural section caused by cyclone last Thursday night. Ask that we furnish them special train. Train and engine crew will volunteer services. Recommend comply their request. All occupants train will hold regular transpn. Please advise.

Williams.

TELEGRAM

Chicago, May 14, 1918.

Williams,

Waterloo.

Appreciate spirit displayed and will be glad to cooperate with employes by furnishing train service under conditions you outlined.

Clift.

I. C. SHOPMEN AIDED TORNADO STRICKEN MEN.

**Cleared Away Debris, Removed Trees and Constructed New Buildings—Rain
Hampered Workmen—May Make Another Trip Next Sunday—
Cordially Received by Farmer.**

In spite of a driving rain storm which threatened to make Sunday a day unth for labor, more than 250 men employed at the Illinois Central railroad shops boarded a special train Sunday morning at 6:15 o'clock and went to Nashua, where they worked all day in helping the inhabitants clear their premises and farms from debris left by the recent tornado.

The men were organized in a systematic manner, being formed into groups and each group under the command of a captain who directed the energies of the men. Because of business matters in the city, Norman Bell, master mechanic, who had fathered the organization throughout was unable to depart with the men and his place of command was taken by L. A. Kuhne, general foreman of the shops, who directed the onslaught on debris thru the day.

The train arrived at Nashua on time and because of the rains the roads had been rendered almost impassable. Only a few automobiles were waiting at the station to carry the men to their work. The train was backed up to Pearl Rock and that place, in the words of General Kuhne, "was cleaned slicker than a whistle" in short time. About eight places were cleared of their wreckage here.

The men were then taken to Nashua and after a short rest hostilities were again resumed. By noon the roads had dried up and many farmers drove into Nashua with their automobiles and loaded up groups of men to distribute thru the country adjacent to Nashua.

At Pearl Rock a force of men built completely a barn 18 feet by 40 feet. a chicken coop 12 feet by 16 feet and a garage. Record time was made in the erection of these buildings.

Throughtout the country where the men worked every place visited was cleaned up of all trees which had been blown down and the remains of destroyed build-

ings gathered up. A campaign of conservation was carried on thruout the day. Every bit of wood which could be used for building purposes was piled up where it would be handy for future use.

Broken trees were sawed down, their branches stripped from the trunks and cut into lengths and piled into neat piles. The tree trunks were cut into usable lengths and piled together. Many black walnut trees were destroyed by storm and the men took these trees and after cutting them into ten foot lengths piled them up to dry. Later the wood will be sent to the mills where it will be made into building lumber or furniture material.

Each place was left in such condition that the owner or those who lived there could commence building and erecting new buildings at once.

The people of the storm country were extremely courteous to the shopmen. They were given all they wanted to eat and thruout the day were treated with the utmost consideration. About eighteen places were cleared up by the workmen. Other armies of workmen who had been reported from Charles City and other places were not met by the Waterloo shopmen.

Because of the bad roads and the storms which had been in vogue during the latter part of the week, the general plan for the work was upset and the men went to places that were the most convenient. Places further down the line taken by the storm could not be made.

Not only the workmen of the shops were interested in the humane movement but department heads and road officials were extremely interested in the trip. Superintendent Williams expressed great admiration over the course the men had taken, and was most especially pleased with the fact that the men had planned the whole thing on their own initiative and were not influenced by outside suggestions.

W. L. Ickes, traveling engineer, and H. G. Brown, trainmaster, were with the men and give expert knowledge where they could. The train crew which handled the special train up of A. R. Troutman, engineer; J. B. Eakin, fireman; Tom Flynn, conductor; Lee Heffner, brakeman. These men donated their services to the men as willingly as the men did to those they had gone to help. L. A. Kuhne, shop foreman, to whose shoulders had fallen the mantle of command, was busy during the day directing the efforts of the men.

Funny things happened throughout the day and much mirth attended the working of the men. One shop man, in his zeal to cut off an especially large tree limb, hanging about fifteen feet from the ground, remained on the wrong side of the cut and when the limb went down he accompanied it. Fortunately he was not injured bodily although the others in his party had the laugh on him the remainder of the day.

Freak tricks played by the wind and water were to be seen on every hand. A tree which had been broken by the force of the wind, caught the attention of a bunch of men armed with crosscut saws and axes who were sappers for the army of workmen.

The tree stood a quarter of a mile from the farm house. While working on the tree one of the men discovered where the bark had been loosened possibly by a bolt of lightning or by the wind. He pulled the loose bark back and found underneath a wedding ring, a gold locket and chain. These articles according to those who lived on the place, had been on a dresser in the bed room of the house before the storm, and had probably been carried there by the wind which demolished the farm house.

Another tree, which provided the shade for almost an acre of ground was rich in history. It was a veritable family tree, as here generation after generation of Thompsons had gathered. For years the annual family reunion had been held in the shade of its mammoth branches. The old tree had heard the

laughter of little Thompson children, had filled with joy at their merriment while playing under its branches. It had seen them grow from childhood to manhood and womanhood, then the storm. The old patriarch of the Thompson family was unable to stand up and face the fury of the winds as it had done in youth and was broken and bent and completely torn limb from limb. The remains of the old tree were cut up and made into lengths and piled in neat piles on the spot it had shaded.

Wrecked buildings, broken trees, ruined homesteads were cleared away and the part of the country which had represented a wilderness before the visit of the shopmen looked, Sunday evening, like a new country recently cleared up for settlement.

Following the day's work the men gathered at the train at Nashua and returned to Waterloo. One old farmer who stood in the crowd on the platform to bid the men goodbye, attracted the attention of the men. He stood speechless, one hand holding a red bandanna, the other outstretched, and there he stood until the train disappeared from view, a mute blessing on those who had helped him in his time of need.

Although much of the debris of the storm still remains in the storm country, the men were pleased with the work they did Sunday. Now they are of the opinion that they have started something and want to finish it. Because of this feeling which exists among many of the men, another journey may be planned for settlement.

Many who went on the trip did so more for a fulfillment of curiosity than to help. When they saw the result of the tornado and the result of its ravaging in destroyed homes, broken fences and ruined orchards and timber lands, they forgot their curiosity and pitched in with more determination to do a good work.

The men of the shop do not feel that they went to Nashua Sunday and merely donated a day's service, but rather feel their errand was one of mercy and the good they had done to others repaid them for their labors.—*Waterloo Times-Tribune*, May 21, 1918.

Complimentary Letter from the General Manager

Chicago, May 27, 1918.

Mr. Williams:

I do not know to whom to address a communication, and, therefore, would impose upon you to the extent of asking that you express to the various officers and employes of this company, at Waterloo Shops, the appreciation of the Management for the unprompted action on their part, in volunteering to assemble and report at Nashua, Sunday last for the clearing away of debris incidental to recent heavy windstorm.

This action on their part is highly commendatory, and in addition to the relief that was afforded, goes to show to the Public the calibre and make-up of the shopmen of this company.

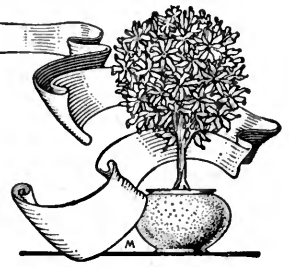
Their reward, of course, came from the good results that they accomplished, but, at the same time we want them to know how the management feels about such worthy action.

Yours truly,

A. E. Clift, General Manager.



ROLL OF HONOR



Name	Occupation	Where Employed	Years of Service	Date of Retirement
John M. Parker	Telegraph Opr.	Gramercy, La.	22-3/12	5/31/18
Thos. Ganey	Switch Tender	Chicago Term.	20-5/12	1/31/17
John P. Wallace	Painter	Louisville Div.	20	5/31/18
John Mauzy	Engineman	Kentucky Div.	25-3/12	1/31/18
Amos E. Shell	Engineman	Springfield Div.	45-9/12	2/28/18
Harry Parker, Sr.	Mach. Helper	Burnside Shops	20	2/28/18
Geo. W. Farnum	Conductor	Wisconsin Div.	42-3/12	2/28/18
Winfield Scott Smith	Operator and Ticket Clerk	Forreston, Ill.	40-4/12	2/28/18
W. A. Leach	Sub. Engineman	Chicago Term.	47-9/12	2/28/18
Jesse D. Pettingill	Engineman	Louisville, Ky.	35-3/12	3/31/18
George Rieger	Loco. Fireman	Wisconsin Div.	30-2/12	12/31/17
Lawrence D. Murphy	Engineman	Illinois Div.	35	12/31/17
John T. Littleton	Yard Master	New Orleans	28-1/12	1/31/18
Edward Styles	Dispatcher	Champaign, Ill.	23-7/12	1/31/18
Chas. S. Thompson	Com'l Agent	Minneapolis	30	5/31/18
Thatcher F. Sweat	Com'l Agent	Detroit, Mich.	34-10/12	6/30/18

Complimentary Letter to Conductor Winslow and His Reply

Mr. E. M. Winslow,
1356 E. 66th St., Chicago.

Houston, Texas, April 30, 1918.

My Dear Sir:

I am writing to express to you my appreciation of your courtesy to Mrs. Moore, who occupied a compartment on your train, The Panama Limited, Chicago to New Orleans, last Tuesday, April 23.

I regret the trouble caused you by not having provided 1½ ticket, required by the rules of the Pullman Company.

Thanking you, I am
Monticello, Ill.

Yours in A. F. and A. M.,

Allen F. Moore.

Mr. Allen F. Moore, Monticello, Ill.

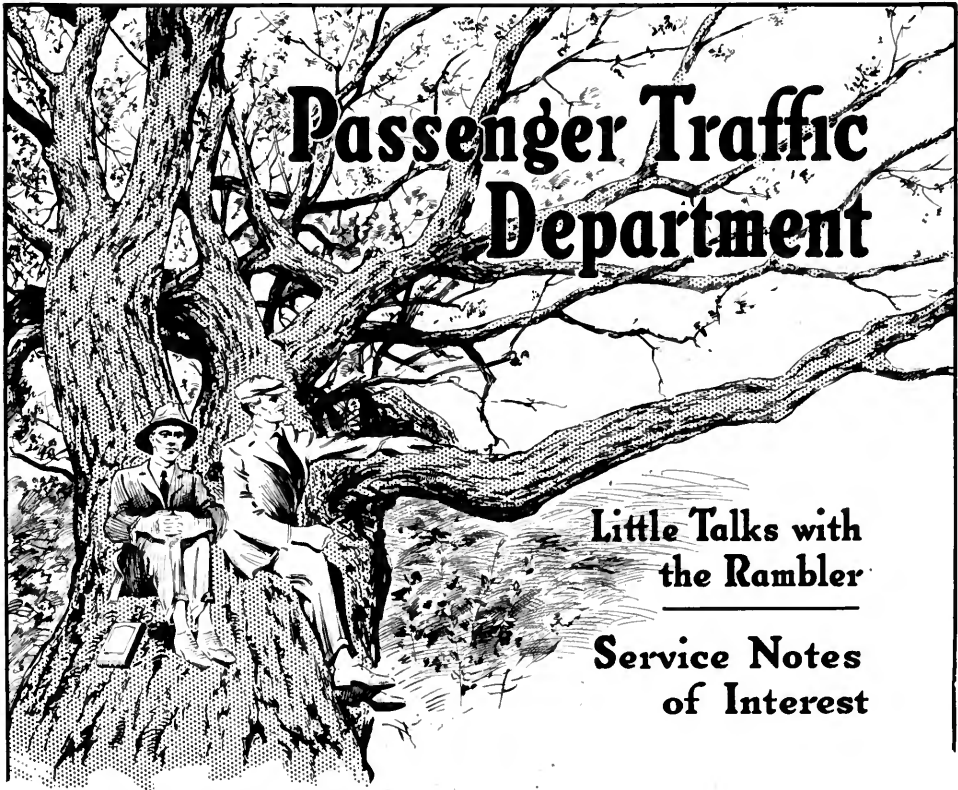
Dear Sir:

I acknowledge your favor of the 30th ult. expressing your appreciation of the treatment accorded Mrs. Moore on the Panama Limited leaving Chicago Tuesday April 23.

It affords great pleasure to receive a letter of this character, indicating as it does that my efforts to comply with the requirements of our company with respect to courteous treatment of our patrons are recognized and appreciated. Should I have acted in any other manner and failed to assist this lady in every way possible, I should have felt myself unworthy to be an employee of the Illinois Central, and I believe that I can confidently say that had any other conductor of this division been in charge of the train on which Mrs. Moore was a passenger, her treatment would have been the same.

Yours truly,

E. M. Winslow.



Passenger Traffic Department

**Little Talks with
the Rambler**

**Service Notes
of Interest**

Trouble and Friends

"Well," mused the Rambler as he sat dreamily over his lonesome breakfast in his apartment on the Sunday after he had punished himself by making a special trip to the office to carry back his umbrella, "I had a good time last Sunday afternoon, and I believe it was because I was out in the open. This sitting around inside rather gets me, after the years of activity I have spent going and coming all over the country. However, there is no doubt but that I must give Mrs. Tyro," he apologetically added to his thought, "a large share of credit for my enjoyment of the afternoon. Still, I am convinced," he further mused as he finished drinking his coffee and pushed the cup aside, "that the joy of being on the move out of doors had the most to do with my pleasure. Of course, as everything helps, I suppose I would have enjoyed the afternoon even sitting on the piazza just chatting with her, for she is always well worth listening to. But, being a bachelor," and he softly laughed to himself as he lit his cigar and went out and settled himself in the easy chair

on the screened porch of his apartment, "I must give the most credit for those pleasant hours to the out of doors part." This last seemed to give him an idea, for reaching down into the side pocket of his coat he produced a letter bearing the emblem of the Red Cross on its envelope; the address being in a feminine hand and the post mark and outer endorsement of "censored" clearly indicating that it was a letter from "over there." Had Snap Shot Bill been present he would probably have remarked in an aside that he would bet the letter was from the Trunk Lady. However that might have been, and whoever the letter happened to be from, it was read with evident satisfaction and then carefully placed back in a pocket, but this time in an inside pocket, a pleased expression being in evidence on the Rambler's face as he did so. "Guess I must take that thought back that I just had about the relative value of Mrs. Tyro's company last Sunday afternoon," he mused. "The outing was good, her company was better, but the fullness of the occasion

was in the combination. Well," he went on in thought as reaching over to the little stand table beside his chair he took therefrom a newspaper of the previous evening, having absent-mindedly left the morning paper on the breakfast table where he had been reading it, and for the moment feeling too lazy to go for it—"well, there can be no such pleasant combination today." He then began to glance through the paper he held in his hand, but in a listless sort of way as though his thoughts were far from it. Suddenly however, he broke into a smile as if something he had come across amused him. In fact, he had evidently found in the paper something which he thought he could make use of, for taking out his pocket knife he cut a small extract from one of its pages and slipped it into the side pocket of his coat. The act of thus doing something seemed to arouse him, for getting up he paced back and forth on the porch for a few turns and then exclaimed to himself. "I must get busy at something or other, and I reckon that, as everything helps, I can't do better than to get Snap Shot Bill to carry me on one of his hikes." Going to the telephone he called up Bill who responded most heartily to the suggestion, except that as he, Bill, wanted to weed the little war garden that he had in the back yard, he would have to ask the Rambler to make the trip after an early lunch. This was agreeable to the latter, as while waiting to get his call an echo seemed to have come to his mind of someone having recently suggested to him the feasibility of his going to church some Sunday morning. So after talking to Bill, and finding that the time was available he dressed with unusual care and started for a place of worship, remarking to himself as he sauntered up the Avenue, "I wonder how long it has been since my busy life has given me this opportunity—well, what's the use of trying to remember that anyway?"

The afternoon found Snap Shot Bill and the Rambler wandering over a pretty bit of country that had been reached by suburban train. In time they came to a stretch of rolling country more or less dotted with a spare timber growth and divided by a considerable river; on entering a section of which Snap Shot Bill grew somewhat excited on discovering that they were in the wake of a heavy wind storm which they recalled having seen an account of in the newspaper a few days before. The storm had evidently been a miniature cyclone, for in all directions trees were uprooted and torn and broken. Bill's ardor as a photographer grew to a white heat; for, as he explained, it was one thing to "get a picture just for the sake of a

picture, and another thing to get a picture that while still a picture also includes an interesting record or tells some unusual story." The Rambler quietly smiled at this somewhat ambiguous outburst of Bill, but while he thought he understood the latter's meaning he was not in mood to hear Bill enlarge on the subject and so made no comment. However, Bill was busy for the next hour with his kodak, while his companion stood by quite interested in the work. After first fussing 'round in each instance for what he explained was the most comprehensive point of view to tell the story of the havoc combined with an artistic composition, a stout tree that had been broken clean off by the wind through its lower trunk, some two feet in diameter, was put on record by the kodak. Another composition was an apple tree in full blossom that had been turned completely over. With this last Bill in a spirit of fun included in his picture of it the Rambler sitting on one of its top branches amid the blossoms, to reach which the latter had only to hunch up a few inches from off the ground. But the crowning glory of Bill's afternoon work was the various views that he took of an enormous white elm which had been standing in soft ground at the water's edge, and which had been completely overturned and lay prostrated across the sharply inclined bank receding from the river. This tree was the "monarch" of all other trees in the neighborhood, and would have been such anywhere among trees of its kind. By rough pacing they estimated its height to have been about one hundred and twenty feet, while the circumference of its trunk was later found, after having been measured by a string that Bill had in his kit, to have been thirty-one feet, thus giving it a diameter of ten feet. Of course Bill had to take pictures of it from several points of view, including along the length of its trunk. For this last the tripod was set up on the lower end of the trunk itself, the picture showing the mighty branches at the other end in a way that could not have been accomplished but for the tree being laid low.

The time came however, when even Bill was ready to quit and sit down to rest. So both he and the Rambler, after walking up along the inclined trunk of that tree to where its big branches began, sat down on its broad surface and began to chat, Bill at the same time reloading his kodak.

Exhausting the subject of the windstorm and the trees, the conversation drifted onto other topics; and as Bill, having finished the reloading placed the kodak beside him, he remarked, somewhat poetically, the Rambler thought, "this about us here shows that individuals are not always the only

ones that have troubles. Trees seem also to have theirs"—and he laughed at the conceit. As they had been talking he had held the roll of exposed films that he had taken from his kodak somewhat listlessly in his hand, as though having forgotten to put it away. Seemingly suddenly to remember it he said to the Rambler, "by the way, have you such a thing as a postage stamp with you? I let the wind blow the gum sticker from the end of my roll down on the ground there and I am too comfy up here to climb down and get it. But I must fasten this end 'less the film should unroll on me and my exposures get light struck. A postage stamp will do the trick if you have one." The Rambler began immediately to fish through his side coat pockets, and after bringing out from them quite a collection of odds and ends, he finally picked out a book of stamps from which one was given to Bill, who promptly sealed the end of his roll with it and put the latter safely away in one of his pockets.

Those side coat pockets of the Rambler, by the way, were somewhat of a curiosity—or rather their contents were. There were certain things that he always carried there, such as an encased nail file, a collar buttoner and books of postage stamps. In addition, however, they were catch-alls for all kinds of miscellaneous objects of a more or less temporary nature. For instance, did he make a purchase on which some kind of a premium stamp would be handed him with the change, and for which he had no use, instead of throwing it on the floor or leaving it on the counter, it went, from force of habit, into one of those side pockets; later to be discarded when from time to time he gave those recepticals a cleaning out. In the same way in went temporary receipts for a registered letter, personal letters at first hastily read but to be gone over again before filed or otherwise disposed of, clippings cut or torn from newspapers at a time when to be kept at all they would have to go into some pocket, rubber bands, wire file clips, and other such little things. When hunting therefore, for the postage stamp he gave Bill, he came across the usual assortment, and among the items the clipping that he had saved from the evening's paper of the night before as he had glanced over it in his apartment that morning. "Talking of troubles," he remarked, as his eye caught the clipping, "listen to what the Cherful Cherub said yesterday in the Evening Post," and he read aloud this little jingle.

"Trouble always brings us friends

Who we find are tried and true,

Still I've noticed that my friends

Sometimes bring me troubles too."

"Guess that's so," remarked Bill, but you

are such a good natured fellow that if your friends ever do get you in trouble I guess it is as much your fault as theirs. I've often thought, Rambler, that you are too soft at times." "Oh, I don't know," was the response, "some people bring trouble to you without any particular excuse for doing so, according to my way of thinking."

"For instance?" tersely remarked Bill, as lighting a cigarette he drew his knees up under him and settled down as if prepared to listen to the answer.

The Rambler entered into the mood, thought a minute and then said, "I believe I will compromise a bit with you and tell you of an incident wherein some would-be friends not only kept me in a troubled state of mind but divided the honors by being constantly in more or less trouble themselves. Incidentally it will serve to illustrate the exaggerated notion that some people have, or have had in the past, of the influence of a railroad man in the way of getting them privileges.

"Some years ago I had occasion to make a voyage to a certain port in the Caribbean Sea. The voyage was strictly for business, although I anticipated much incidental enjoyment from it as I had not only never seen the country I was going to, but a sea voyage was a novelty to me from which I also anticipated much pleasure. Now it so happened that in the house where I was then boarding was a young married couple, the male part of which copartnership frequently gave evidence of desiring to be on intimate terms with me. It has always been a part of my business to be on at least courteous terms with all with whom I come in contact, but in this particular instance the fellow's advances were not greatly to my liking. As they were made on an attempted social basis only I could not very well avoid being formally decent with him however, so that in time he came to assume an attitude toward me of familiarity, as though I were his best friend. Furthermore, he liked particularly to talk with me about railroad matters, exhibiting in such talks rather an air of admiration for my supposed influence and standing in the profession. Fortunately his line of business was such that he had no occasion to try to get railroad favors from me, unless the incident that I am about to relate might be counted an exception. At least it was his first offense in that direction, if offense it really was, as far as I was concerned.

"Somehow, I don't know how, but you may be sure I never told him, he got hold of the fact that I was about to make a trip to the tropics and came to me with much excitement for full details as to when, how and where I was going. I answered

him along as broad lines as was possible, and soon learned the cause of his excitement. It seems he and his wife had been casting about to take a vacation trip, and had been very much exercised as to where to go to see something novel and out of the beaten track; for both of them, although young, had had considerable travel experience in our own country. The result was that he finally stated that he was going to make the same trip with me, and by the expression on his face I saw that he expected it would be a mutual pleasure to both. Now it so happened that the nature of the business that I was to be on was such that it would bring me in contact, more or less, with the officers and officials of the steamship company, on whose boat I was to sail, besides being in a way a guest at the port of destination. As such it would probably follow that I would have facilities offered for getting about in a strange country that would make my stay more enjoyable, to say nothing of my being able to see and learn more of its manners and customs than would have been the case had I been thrown entirely on my own resources. Hence to drag in with me any third party, or parties, would not only divert my mind from the real business on hand, but would place me in an embarrassing position with those with whom I was to come in semi-official contact on shipboard and on reaching my destination. Hence I was more or less lukewarm in my reception of the gentleman's announcement that he was going to take the same trip with me. Of course he had the right to go to the same place that I did, and on the same date and ship. So, while I did not intimate to him any aversion to his going, I did advise him, what was the truth, that it was questionable if he could get stateroom accommodations for himself and wife at the late hour that he had made up his mind in the matter, and further told him that which was also the truth, that the boat was going crowded on its return trips and that even I had not been assured of return accommodations. 'I don't care! If I get a state room going I will swim back if I have to!' was his cheerful but persistent exclamation. So he started the next morning to buy his tickets, I having told him on his solicitation where to go for them. A telephone from him at about noon disclosed the fact that the available reservations from our home city for that boat and voyage had all been taken, and would I please see what I could do for him. It was no use being mean about it, so I got in line for him by telegraph with an office in another part of the country that I knew also had reservations at its disposal. I succeeded in securing not only a stateroom

for himself and wife, but an additional one for a lady friend of his wife's who had been persuaded to join their party. He was in high glee at the prospects of the trip, and soon began to inquire as to hotels, facilities for getting about and the like at our destined port. I finally had to explain to him nicely that while we would be together on the same boat and for a while in the same city of the tropics, my business relations to the trip was of such a nature that he must not expect me to be one of his little party. He took it good naturedly, said it was all right, they did not want to be any trouble, etc., and that they would take care of themselves the best they might. The result of it all was that they started out on the same train with me for the port of embarkation, on which train the lady friend lost her round trip tickets for about an hour or so. They were found by the sleeping car porter and duly returned; but not before I had been appealed to to have someone disciplined in connection with the loss; which loss by the way, was very simple in its explanation and to my mind called for disciplining no one whatever unless it was the young lady friend herself for her carelessness in not taking care of her property.

"The arrival at the port of embarkation was in the evening of the day before sailing, and just before reaching it the matter of a good hotel for the night came up. Of course I was asked what hotel I was going to, and on answering the question was immediately told: "then we'll go there too," which they did. However, in time we were on the blue waters of the Gulf, enjoying the experiences of a sea trip in varying mood according to our respective temperaments. When there was no reason for the contrary we were together from time to time during the voyage, for, through it all, I did not want to be discourteous and the ladies were both charming ('of course,' muttered Bill) while the man himself was a good natured fellow and not at all a bad sort although I didn't happen to particularly want his company. They thought I had a little better state room than they did, which was not at all true, the rooms being fifty-fifty as to size and desirability of location. They also liked the place I drew at the dining tables better than those that had fallen to their lot. However, these were but samples of little human qualities popping out in their natures and they did not let them interfere with the real enjoyment of their voyage.

"On the last day before reaching our port the ladies began to be anxious as to return accommodations, for inquiries had been made of the purser on the ship by many and the news had spread that having to come home second class or even steerage

(with first class table and deck privileges) was possible; for by wireless the ship had been told there were 275 applications awaiting at the port for first class return accommodations, while the ship's first cabin capacity was for but 250. To do my fellow boarder justice, who probably remembered the breezy way in which he said he would swim home if he had to, he did not even ask if I had any influence that could be exercised for him in that direction. On the other hand I did not feel in position to even try to help him out with my official friends. In fact, I had not even mentioned to any of them anything about my semi-attached party. One of the officials however, who had noticed them in my company, quietly asked me about them a few hours before reaching quarantine. I explained the entire situation, to which he nodded his head as much as to say, 'I understand,' and then added reflectively that as they seemed nice people, which they really were, if later there was any opening in the situation he would give them the first chance. I naturally did not report this fact. In due course we reached an anchorage and the little lighter came to the side of the ship to land us all at the wharf where we went through the customs. Having been met on the lighter by one who came out for the purpose, I was speedily through the ordeal with the customs officer and off in one of the little carriages of the country to my hotel; but I well knew that in time I would see the two ladies and their protector at the same place.

"To make a long story short," continued the Rambler as Snap Shot Bill began to show signs of listlessness, "we each went our own way for the most of the time while in that port. They dug out their amusement and sightseeing as best they could in a country where the language was strange to them, and manners and customs unknown, while I was being shown about. But our language was spoken there more or less, and I never heard of their getting lost or of their failing to have a good time. Of course, we met occasionally, especially in the evening, and it was somewhat amusing to hear their comments on their experiences. As think I have said, he was really a good natured fellow, in fact he was really a good sport, taking his set backs philosophically and uncomplainingly.

"From the beginning however, I did not take my meals with them, knowing his disposition to try to jolly everyone about him, to the embarrassment of the waiters who were trying to serve, and to himself in not succeeding in getting what he wanted for himself and party. So after my first meal, on the advice of a friend I had

put myself in the hands of a good waiter who could speak a little English, and who kept me advised as to what it was proper to eat to conform to the customs of the country; and who, for the slight fee I paid him, always saw that I got it promptly and in good shape. I used to sometimes pity my friend (for by that time I had really gotten to like him in a way) as he sat at a nearby table with a cheap guide book in his hand from whose table of Spanish phrases he tried to tell the waiter that he wanted—butter, milk, or some other simple thing. He would at times make such a failure of his pronouncation that he would finally point out the word in print, much to the evident annoyance of the waiter. No wonder," laughed the Rambler, "that I heard it said of him on his return that he had claimed I had better things to eat than his party did. But he had insisted on ham and eggs or some other equally hearty home staple for breakfast, while I from the first morning (again on the advice of friends, which incidentally I imparted to him without his paying any attention to it) learned to be satisfied with simply, coffee and rolls. It was about like that all the way through. If I, being somewhat at a loss to know what to eat for the real meal of the day, in the evening, ventured on looking over the menu to order some meat that was suggestive of home, my waiter would shake his head and say 'No, no, you will not like that. We do not cook as you do in your country. I will bring you a good dinner;' and in a short time he would return with, possibly, chicken done to a turn with most delectable side dishes. Perhaps at the same time I would see my little party of fellow tourists at a nearby table wrestling with the waiter, they insisting on some home viand and getting the waiter all fussed up with the result that no one was particularly well satisfied."

"Rather selfish of you, wasn't it?" asked Bill, "to sit by yourself in comfort and see them suffer?"

"Well, maybe it was, but that is just what I was coming at. Aside from not being hampered by them in the real business of my trip, why should I be made the goat in their minor personal troubles just because I was a railroad man? Had I been but a passing acquaintance picked up en route they would not have expected any especial attention from me, and as I have said, I did not rate the man in the case as a personal friend when at home, even if we did live at the same boarding house. However, as to all that, I do not think he expected me to sit at the table with them. We were always friendly, and occasionally passed joking remarks across tables when we happened to be near each other. Furthermore,

he and his party took all their little experiences with the utmost good nature, and if anything occurred during the day that was particularly annoying when it occurred, by the time he had got around to meeting me again it had become a good joke with him which he never failed to relate. O no," added the Rambler reflectively, "we were good friends in a way all the way through. We came back to the States on the same boat and had a merry time together all the way across, my mind then being free from further semi-official relations that appertained on the going trip."

"Well," said Bill, "did you swim or were you all in the steerage?"

"I forgot," laughed the Rambler, "to tell you about that. As you know, gossip on the steamer as we neared the tropical port was to the effect that there were 275 applications for first class passage on the return with accommodations for 250 only. Hence, immediately after getting settled in his hotel my self-appointed friend went to the steamship office to see what could be done; for," as he said to me afterwards, "he didn't want to have the uncertainties as to his return passage spoil his week's pleasure. Much to his surprise on reaching the

office and making his errand known, a gentleman tipped back in an easy chair back of the counter, called to him, remarking 'I have it all fixed up for you, Mr. _____.' It was the official of the steamship who had asked me on the ship about him and his party. The fact was, that the number of applications had either been exaggerated or a large number of them had been withdrawn very rapidly, for when we started on the return trip, but 225 out of the 250 state rooms were finally taken up. Nevertheless, that official was properly given credit for being a 'royal fellow,' and, I presume," the Rambler concluded, "only added another impression to the mind of my fellow traveler as to the power of transportation officials to 'fix things up' if they have a mind."

"Rambler," laughed Bill, as he made a high jump from off the tree preparatory to moving on, "you do yourself an injustice. You have admitted that the fellow that you thought rather forced himself on you for that trip was a genial, good sort of a chap. He didn't unconsciously force himself on you for what he could get out of you as a railroad man; he simply wanted your good company. Sometimes I really think, Rambler, that you are much too modest."

Notes of Interest to the Service

Many changes of train time have recently taken place on our connecting lines. They are too numerous and extensive to be mentioned in detail, but among them are the following eliminations and earlier departures that should be of interest to our agents:

Northwestern: The "Overland Limited" leaves Chicago at 7:10 P. M. and the "Los Angeles Limited" and the "Oregon-Washington Limited," formerly leaving Chicago at 10:00 P. M. and 9:40 P. M., respectively, have been consolidated with it. The "Pacific Limited" leaves Chicago daily at 10:30 A. M. instead of 10:45 A. M. The "North American" for St. Paul, Minneapolis and Duluth, leaves Chicago 10:00 P. M. instead of 10:10 P. M. The "Ashland Limited" leaves Chicago daily at 5:00 P. M. instead of 5:30 P. M. The "North Western Mail" for St. Paul, Minneapolis and Minnesota points leaves Chicago daily at 2:00 A. M. instead of 2:15 A. M. Omaha trains will leave Chicago daily at 10:30 A. M. instead of 10:45 A. M., 5:00 P. M. instead of 6:05 P. M., 7:10 P. M. instead of 7:00 P. M. and at 11:20 P. M.

Rock Island:—The "Californian" trains Nos. 1 and 2, formerly operating between Chicago and Los Angeles, has been discontinued between Chicago and Kansas City. No. 7, the "Rocky Mountain Limited," for-

merly leaving Chicago at 10:00 A. M., now leaves at 9:20 A. M. The "Golden State Limited," Nos. 3 and 4, operating between Chicago and California, has been consolidated with trains 11 and 12 between Chicago and Kansas City, leaving Chicago as train 11 at 6:10 P. M. instead of 6:00 P. M. and 8:05 P. M., as formerly.

So. Pacific, Sunset Route:—Trains Nos. 101 and 102 are operated between New Orleans and Los Angeles only, with connections to and from San Francisco, No. 101 leaving New Orleans at 7:00 P. M. instead of 11:30 A. M. Nos. 11 and 12, formerly operated between New Orleans and Houston, have been discontinued, the business of these trains now being taken care of by Nos. 101 and 102. No. 7 leaves New Orleans at 11:25 A. M. instead of at 12:20 P. M. No. 9 leaves New Orleans at 11:00 P. M.

Union Pacific:—The following discontinuance of trains has been announced: The "Los Angeles Limited" trains 7 and 8 between Omaha and Ogden; "San Francisco Limited" Nos. 3-67 and 10, between Omaha and Ogden; "Oregon-Washington Limited" Nos. 17 and 18 between Omaha and Green River. Through train and car service via C. M. & St. P. and U. P. R. R. has been discontinued.

Burlington:—Train No. 5 for Omaha and

Lincoln leaves Chicago at 6:10 P. M. instead of 6:15 P. M. No. 49 for St. Paul, Minneapolis and North Pacific Coast leaves Chicago at 9:45 P. M. instead of 10:15 P. M. No. 51 for St. Paul, Minneapolis and North Pacific Coast, formerly leaving at 10:10 P. M. has been discontinued.

C. M. & St. P.:—Former train No. 19, the "Pacific Limited," formerly leaving Chicago at 10:05 A. M., has been discontinued. No. 11 for Omaha leaves Chicago at 5:30 P. M., instead of 6:05 P. M. No. 17, the "Columbian," leaves Chicago at 8:15 A. M. instead of 10:10 A. M. for the Twin Cities and Pacific Coast points; the "Olympian," No. 15, leaves at 10:45 P. M. Standard drawing-room sleeping car service has been established between Cedar Rapids and Kansas City, leaving Cedar Rapids daily except Sunday at 9:05 P. M., and arriving Kansas City 8:30 A. M.

Wabash:—Trains No. 6 and 9 between Chicago and Montpelier have been discontinued. Trains 14-4 for Detroit will leave Chicago at 1:05 P. M. instead of 2:00 P. M. and No. 12 will leave Chicago for Detroit at 11:25 P. M. No. 4 for Detroit and Buffalo will leave St. Louis at 8:15 A. M. instead of 8:30 A. M.

Missouri Pacific:—The "Los Angeles" standard sleeping car formerly run on the "Sunshine Special" from St. Louis to Los Angeles, has been withdrawn west of El Paso, being now operated between St. Louis and El Paso only.

Michigan Central:—The M. C. announces that no trains of the Detroit, Toledo & Ironton Ry. will arrive or depart from its Passenger Terminal at Detroit.

Salt Lake Route:—This road announces the discontinuance of their trains 7, 8, 19 and 20.

In a letter recently received from a former employee now in Japan, considerable description of the railway service of that country is given, of which the following are excerpts, says the Monthly Bulletin of the Northwestern Ry.

The train crews are all neatly uniformed, very courteous and very numerous. They do not have a conductor whose duties correspond exactly to those of conductors on United States Railways. The man in charge of the train wears a blue piece of cloth on the left coat sleeve lettered "Chef de Train" and his only visible function is to pass through the train occasionally to note conditions. His duties would probably give him the title in the United States of Inspector. The man who handles the tickets wears a red cloth badge on the left coat sleeve lettered "Guard." The boys who do the work commonly performed by our passenger brakemen wear a uniform buttoned up closely around the neck and in small gold lettering on the collar is the word "Boy." None of the train employees that I

have seen appear to be more than thirty years old and the train "boys" appear to be about 17 or 18. They are all required to attend a Government railroad school for a certain length of time before being assigned to active service and their wages are very small when compared to our wage standard. They draw from ten to fifteen dollars per month and are forbidden to accept tips. They work 24 hours on and 24 hours off. The gauge over here is only 3 feet 6 inches, so their coaches are not quite as large as ours, but they are well built, and tastily finished and ride very comfortably. The seats run lengthwise of the car and are well upholstered and it is the usual thing for the natives to remove their shoes and deposit them carefully in the aisle where one can conveniently fall over them, then curl their legs up under them and proceed to enjoy life. As the native women all smoke, no separate rooms are necessary for that purpose and they all smoke their pipes and cigarettes wherever they want to. Most of them bring their rice lunch and a bottle of tea with them or they will buy those things from vendors who appear at every station. Their sleeping cars are neat and comfortable for a person of the right dimensions, but as the berths are designed to accommodate a race of small people a person 6 feet 6 inches would doubtless experience difficulty in distributing his dimensions equitably in one of them. Their dining car service is fine and their prices are much lower than ours. For dinner on one of these diners one evening I had soup, fried fish, beefsteak, roast chicken, bread and butter, tea and two oranges for fifty cents, everything well cooked and in generous portions. Their stations vary in size and appearance, although as a rule they are kept up in good shape. They have very large and well appointed depots at the larger cities, with information bureaus, telephone booths, parcel check counters (where the charge is one cent for 24 hours) lunch rooms, newspaper files, shoe shining stands, barber shops, etc., quiet like our largest stations. We made the trip from Nagasaki to Yokohama on what they call one of their "Limited Express" trains, on which an extra fare of one dollar is charged for the trip, which covers 880 miles. The average scheduled speed was 24.66 miles per hour, which does not sound very fast, but which is about right for a narrow gauge road which lies almost the entire distance in a mountainous country necessitating many tunnels and including many stiff

Since the issuance of Illinois Central Southern Lines folder No. 1 the following changes in Southern Lines train service has taken place:

Kentucky Division: On June 2d, joint through double daily service was put into operation between Princeton and Nash-

ville in connection with the Tennessee Central from and to Hopkinsville. The schedule is as follows: Train 323 leaves Princeton 6:00 A. M. instead of at 8:00 A. M., arrives Hopkinsville 7:10 A. M., No. 12 leaving 7:15 A. M. and arriving Nashville 10:30 A. M. Train 321 leaves Princeton 3:00 P. M. instead of at 2:25 P. M., arrives Hopkinsville 4:10 P. M. No. 14, leaving 4:15 P. M. and arriving Nashville 7:45 P. M. Returning Tennessee Central train No. 11 leaves Nashville 7:30 A. M., arrives Hopkinsville 10:55 A. M. No. 302, leaving 11:00 instead of 11:20 A. M. and arriving at Princeton 12:10 P. M. Tennessee Central train No. 13 leaves Nashville 4:30 P. M., arrives Hopkinsville 8:00 P. M., No. 324 leaving 8:05 P. M. instead of 3:45 P. M., and arriving Princeton 9:15 P. M. instead of 4:50 P. M.

Train 301 leaves Evansville at 12:15 P. M. instead of 12:50 P. M. and arrives Princeton at 4:30 P. M. Train 302 makes a few minutes earlier departures from stations Crider to Crayne inclusive. Train 332 leaves Hopkinsville 5:35 A. M. instead of 5:40 A. M. and makes few minutes earlier departures to McGowan, inclusive. Train 336 leaves Morganfield at 2:10 P. M. instead of 2:20 P. M. and arrives Evansville 3:30 P. M. Train 636 leaves Uniontown at 1:10 P. M. instead of 1:15 P. M. and arrives Morganfield at 1:35 P. M. Train 702 leaves Dixon 6:15 A. M. instead of 6:25 A. M. and arrives Blackford 8:05 A. M. Train 705 leaves Wheatcroft 6:52 A. M. instead of 7:02 A. M. and arrives Providence 7:20 A. M. Train 706 leaves Providence 7:25 A. M. instead of 7:35 A. M. and arrives Wheatcroft 7:50 A. M. Train 402 leaves Horse Branch 3:20 P. M. instead of 3:35 P. M. and arrives Owensboro at 5:20 P. M. Train 431 leaves Owensboro 5:35 P. M. instead of 5:45 P. M. and arrives Horse Branch 7:35 P. M. Train 102 leaves a few minutes earlier from station stops Nortonville to Grayson Springs inclusive.

Louisiana Division: Train 6 leaves Natalbany one minute earlier increasing at intermediate stations to McComb, from which point it leaves forty minutes earlier, or 7:00 P. M. instead of 7:40 P. M., reaching Canton at 11:10 P. M. the same as before. Train 24 leaves a few minutes earlier from stops La Branch to Osyka, inclusive.

Radical changes which occurred on the Yazoo & Mississippi Valley Railroad on May 19th are contained in new Yazoo & Mississippi Valley folder No. 2 which has already been distributed.

Michigan Service:—As has been the custom in years past, commencing Tuesday, June 11, from St. Louis to Harbor Springs, and June 12th Petoskey to St. Louis, a through ten section two compartment and drawing room steel sleeping car, operating

in Illinois Central Daylight Special trains No. 20 northbound and No. 19 southbound, will be placed in operation for the summer season of 1918 in connection with the Michigan Central and the Grand Rapids and Indiana roads. This service will be daily except Sunday from St. Louis until June 29th inclusive and daily except Monday from Petoskey, until June 30th inclusive, on and after which dates the sleeping car will be operated daily between St. Louis and Harbor Springs.

As a reasonable and effective means of assisting the railroads to deliver their baggage at destination by the time they themselves arrive or to serve their own convenience in other ways passengers frequently arrange to have their baggage checked some time ahead of the date they intend to commence their journey.

Baggage agents are not at all times aware of this, but where they learn that passengers propose leaving the following day or some days later than the date on which they check their baggage, inquiry should be made as to whether it is desired to have baggage sent ahead, or held for forwardance on the same date and train as that by which the passengers intend to travel. The simultaneous departure of baggage and passengers from starting point where the journey involves change of train, transfer en route, etc., however, may result in baggage arriving at destination after the passengers, through it having been delayed unavoidably en route.

It is generally preferable, therefore, to have the baggage leave some time ahead of the passengers in such cases.

In a recent case, however, passengers who left a point in the east, for California, were unexpectedly obliged to remain over in Chicago through sickness. Their baggage had been checked one day before their departure from starting point, and it had had consequently preceded them. In subsequent adjustment of claim for refund, on unused portions of their tickets, it was necessary to charge for the baggage service performed from starting point right through to destination, although the passengers themselves only travelled as far as Chicago.

This amounted to over \$20.00, and, upon this being explained, claimant stated that—although he had checked the baggage ahead of the time the passengers left—he did not desire it to leave earlier than the train by which they travelled. This condition, however did not develop at the time the baggage was being checked, and the baggage agent, who had no other means of knowing the desires of the passengers, very properly forwarded it by first train. It was necessary to charge for the entire serv-

ice performed thereon, at full tariff rates, in compliance with the requirements of the Interstate Commerce Commission's requirements. Enquiry made in cases where it is known owners of baggage intend to leave on a later date than that on which they check their baggage will reduce risk of such cases recurring, and the practice should be followed accordingly.—*Grand Trunk Bulletin*.

the lines directly serving each locality to see that their offices are manned and equipped to furnish the needed information and advice. This to include the issuance of through bills of lading, quotation of rates, passing reports of cars en route, advice to prospective passengers, and all other necessary information heretofore furnished by the off-line offices.—*American Express Travel Bulletin*.

Director General of Railroads McAdoo has issued the following instructions to the regional directors:

1. Discontinue the separate city freight or passenger offices where the public may be adequately served at the depot.
2. Consolidate or group all city ticket offices, placing the union office in convenient location where rental is reasonable providing sufficient space to properly accommodate the public.
3. Cancel all arrangements with tourists or other similar agencies for solicitation of passengers or sale of tickets.
4. Discontinue all off-line traffic offices.
5. Employees released as result of above to be assigned to other duties to the extent possible. Some now employed in off-line offices will be needed by local lines to strengthen its traffic forces in order to properly care for the additional work which will result from the above changes.
6. The functions and services formerly performed by the off-line offices in protecting the needs of the public will be incorporated in the offices of the initial lines.

Separate off-line traffic offices were created by the various transportation interests on account of existing keen competition for passenger and freight traffic, and were practically headquarters for soliciting agents who were stationed in all commercial districts for the purpose of protecting the interests of the carriers by whom they are employed. Now there is no competition, which eliminates need for solicitation by the individual carriers. The policy is one of efficiency with all protecting the best interest of the public.

The employees released from their present duties as a result of this are to be assigned to other duties as far as possible with the same road. Some now employed in off-line offices will be needed by the local lines to strengthen other traffic forces to properly take care of the additional work entailed upon the initial lines on account of this change. In making this readjustment it is intended to work as little hardship as possible upon the employees concerned. Many of these men have been in the service of their respective lines for long periods and their railroad insurance and pension rights will be protected.

No community will be deprived of adequate sources of information and advice as to matters connected with passenger and freight service. It will be a necessity for

The following is from a letter addressed, under date of May 31st, by Mr. Gerrit Fort, Assistant Director, Division of Traffic, Washington, D. C., to the chairman of the several Regional Traffic Committees, and will be of interest to ticket agents and the public:

"Several reports have reached the Railroad Administration that the railroads contemplate abandoning the special names given to important trains, such as the Century, Empire State Express, Panama Limited, Overland Limited, California Limited, etc.

So far as we know there is no foundation for these reports and the purpose of this letter is to indicate that Director Chambers feels that there is no occasion to abandon the special names of these trains. The public has learned to identify them by their names and the present practice is therefore more or less of a public convenience. There should be no advertising, of course, claiming that these trains are superior to others."

Passengers who are familiar with fares which have been in effect for many years past, frequently question the increased charges it is now necessary to demand, through assessment of war tax, etc. This is quite natural, and agents in such cases should take pains to courteously explain what constitutes the additional charges. A brief explanation will generally suffice, and will send the patron away in a much better frame of mind than will the curt statement that the charge is correct.—*Exchange*.

Mr. P. J. Mottz, formerly Traveling Passenger Agent with headquarters at Chicago, was accepted some time ago as an observer in the Aviation service, has been assigned to Kelley Field, San Antonio, Texas, and left Chicago on June 5th for his post.

Mr. F. S. Bishop, formerly General Eastern Passenger Agent at New York has become Division Passenger Agent at Chicago, succeeding P. A. Marr who has engaged in other business.

Mr. Matthew Lyman, Secretary to the Passenger Traffic Manager, has left the railroad service, being accepted for War service with the Marines.

Meritorious Service

FAVORABLE mention is made of the following conductors and gatekeepers for their special efforts in lifting and preventing the use of irregular transportation in connection with which reports (Form 972) were rendered to the auditor of passenger receipts, who, in cases of this kind, advises the other departments concerned, so that proper action may be taken, all pass irregularities being brought to the attention of the vice-president.

Illinois Division

Conductor F. A. Hitz on train No. 17 April 3 lifted annual pass account being in improper hands. Passenger refused to pay fare and was required to leave the train.

Conductor D. S. Wiegel during April lifted a number of card tickets account having expired and collected cash fares. Passengers were referred to passenger department for refund on tickets.

Indiana Division

Conductor D. G. Nichols on train No. 393 April 21 lifted trip pass account being in improper hands and collected cash fare.

Mississippi Division

Conductor B. B. Ford on train No. 3 April 28 declined to honor mileage book account having expired and collected cash fare.

Louisiana Division

Conductor A. E. Broas on train No. 5 April 11 lifted thirty trip family ticket account having expired and collected cash fare.

Conductor M. Kennedy on train No. 331 April 9 declined to honor card ticket account having expired and collected cash fare. Passenger was referred to passenger department for refund on ticket.

Conductor E. S. Sharp on train No. 33 April 25 lifted thirty trip family ticket account having expired and collected cash fare.

Conductor L. E. Barnes on train No. 34 April 21 lifted thirty trip family ticket account being in improper hands and collected cash fare.

On train No. 1 April 26 he lifted annual pass account not being good in territory presented and collected cash fare.

Memphis Division

Conductor W. A. Ingram on train No. 17 April 3 lifted mileage book account being in improper hands and collected cash fare.

New Orleans Division

Conductor C. Davis on train No. 15 April 3 lifted returning portion of pass account going portion being missing and collected cash fare.

Conductor S. K. White on train No. 15 April 14 declined to honor mileage book account having expired and collected cash fare.

Illinois Division.

Conductor Charles Squires, Extra 1643, has been commended for discovering and reporting car with no light weight stenciled on same, also two cars with end gates down. Arrangements were made to correct same.

Conductor C. E. Maxfield, Extra 1693, May 7, has been commended for discovering and reporting Big Four 43891 and two empty gondola cars with no light weight stenciled on same. Arrangements were made to have cars stenciled.

Conductor J. J. Monahan, Extra 1773 May 19, has been commended for discovering and reporting I. C. 121007, with no light weight stenciled on same. Arrangements were made to have car stenciled.

Switchman C. W. Porter has been commended for discovering and reporting car improperly stenciled. Arrangements were made to correct same.

Conductor W. Scott, Extra 1754, May 17, at Gilman, has been commended for discovering brake beam dragging and taking necessary action to avoid accident.

Operator Arthur A. Allen, extra 1670 north, May 23, has been commended for discovering hot box on C. & E. I. 98054 and taking the necessary action to prevent accident.

Agent C. C. Edwards, of Dorans, has been commended for discovering brake beam down and dragging under car in extra 1672 North, passing that station May 8, and taking necessary action to prevent possible accident.

Agent R. R. Searle, Homewood, Ill., has been commended for discovering and reporting chain dragging under car in No. 71, engine 1553, passing that station, May 21. His action undoubtedly prevented possible accident.

Agent H. E. Morgan, Flossmoor, Ill., has been commended for discovering and reporting brake rigging dragging on car in train 1710 north, May 21 passing that station. This action undoubtedly prevented possible accident.

Agent Sisson, Mason, Ill., has been commended for discovering and reporting brake rod dragging on N. Y. C. 255830, train 74, May 6. This action undoubtedly prevented possible accident.

Clerk McConnell at Arcola, has been commended for discovering and reporting brake beam down on car in extra 1650

north, while passing that station. This action undoubtedly prevented possible accident.

Conductor W. T. Spencer and Brakeman H. C. Davis have commended for discovering and reporting broken rail north of Bourbonnais, April 24. This action undoubtedly prevented possible accident.

Springfield Division.

Engineer P. L. May, Clinton, Ill., has been commended for discovering and reporting broken rail one and one half miles north of Elwin, May 6, extra 1536 south bound. This action undoubtedly prevented possible accident.

Conductor Thos. Clifford, Brakeman Chester Craig, Flagman W. R. Craven, Engineer C. L. Dickerson, and Fireman J. DeLong, have been commended for interest displayed when journal broke off forward truck of St. L. & S. W. car 40103, 1st 152, engine 1541, May 19, and attention given same which action undoubtedly prevented possible accident.

Minnesota Division.

Section Foreman J. Townsend, Janesville, Iowa, has been commended for discovering and reporting brake beam dragging on train 592, May 31. Train was stopped and brake beam removed, thereby preventing possible accident.

Memphis Division.

Mr. E. V. Henderson, Savage, Miss, has been commended for discovering and reporting brake beam down, train extra 816 north April 29, passing that station. This action undoubtedly prevented possible accident.

DIVISION NEWS.

Minnesota Division.

The Minnesota Division employes are quite proud of the fact that the total amount subscribed by them through the Company for Third Liberty Loan amounted to \$76,000.00, which with \$47,500.00 approximately subscribed through outside committees makes grand total subscriptions for the division \$123,500.00.

The employes at Dubuque have subscribed for an American flag, which is now floating in the breezes over Dubuque Terminal.

Inspection trip over the Minnesota Division started at Albert Lea, on Monday, May 6th, moving from that point to Waterloo on that date, Waterloo to Cedar Rapids on Tuesday, Cedar Rapids to Dubuque on Wednesday, and Dubuque to Freeport on Thursday. Superintendent McCabe and members of the Division staff were furnished car seven for the trip, which added greatly to the comfort and pleasure.

B. F. Williams, local agent at Dubuque, was obliged to leave the inspection trip party at Cedar Rapids, having been taken ill at that point. Mr. Williams evidently indulged too freely of the good things provided by the division officials.

The division garden in the parking at Dubuque is being watched with great interest, and one of the chief attractions is

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the lettuce bed which has been planted so as to spell out the words Red Cross. At either end of these words is a cross also formed by lettuce of a reddish brown variety. The letters have come up perfectly and are a credit to the Assistant Engineer's force who spent quite a time after office hours laying same out.

Instructor of Passenger and Train Employees R. J. Carmichael, of Chicago, held a meeting for passenger conductors at Dubuque on Monday and Tuesday, May 20th and 21st, which was well attended and which was thoroughly enjoyed by the men attending. All expressed themselves as having been very much helped by suggestions given and the general discussion of matters of interest to them.

Road Master J. F. McNamara, wife and daughters have returned from a trip to Camp Sevier, Greenville, S. C., after visiting with their son and brother, George McNamara, who is with Battery A. 114 F. A., and is now on his way to France.

B. A. Patrick, formerly Division Claim Clerk on the Minnesota Division, and now in Freight Service Department, spent Sunday recently in Dubuque renewing old acquaintances while enroute to check the Iowa Division.

Corporal T. J. Ahern, formerly of the Dubuque Freight Station, is now on his way to France.

Miss Lenna Lightcap, stenographer in Superintendent's office, recently spent Sun-

day with Mr. and Mrs. James Culton at Chicago. Mr. Culton was formerly Commercial Agent for the Illinois Central at Denver, Colo., and is now located at Chicago.

Consolation is much in evidence for the "War Widows" among the young ladies in the Superintendent's office. Moral—More time now for Red Cross work.

Word has been received that Private E. J. Riley, formerly of the division offices at Dubuque, has arrived safely in France.

Assistant Engineer J. M. Beardsley was quite successful in getting a number of good photographs of the inspection trip party. Claim Agent Tait is especially proud of his showing in the pictures.

On account of the new Universal Interline Waybills being put into effect on May 1st, billing machines have been furnished the Dubuque Freight office, and all the billing is now being done on these machines, which are working out very satisfactorily.

James Ahern, freight house messenger, is confined to the I. C. Hospital in Chicago, where he is recovering from a severe fall which he received several weeks ago.

Mark Wood spent several days in Chicago recently, visiting with his brother, who is in training at the Great Lakes Naval Training Station.

Mrs. Mabel Logelin, nee Mable Hird, operator at the Freight office, spent Sunday in Des Moines with her husband before he departed for San Antonio, Texas.

Norbert McCauley, Western Weighing Inspector, has been called into service, and with the last contingent from Dubuque departed for Camp Dodge, Des Moines, May 27th. Mr. John Hall, formerly of the Accountant's office, succeeds Mr. McCauley.

Misses Margaret Walsh and Grace McDonald, stenographers in freight office, spent May 25th and 26th, in Des Moines, visiting relatives and friends.

Indiana Division.

Various clubs are being formed in Mattoon for the purpose of pushing the War Savings Stamps movement. A committee called at superintendent's office recently, and organized the "Illinois Central Superintendent's Office War Savings Stamps Fund," individual members of the force pledging various amounts to be paid for these stamps during the year 1918.

Sympathy is extended to the wife and relatives of Pensioner J. Severns, who died a few days ago. Mr. Severns was crossing flagman at 21st street, Mattoon, several years prior to his retirement, and previous to that time was conductor on Indiana division.

Miss Bernadette Quinn has been employed as clerk in the office of Mr. Sekinger, supervisor of bridges and buildings.

Conductor M. O'Dea was in the Illinois Central Hospital in Chicago several days, is back at work again.

Conductor A. R. Patterson is in the hos-

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pital in serious condition, although we are glad to hear better reports from him the last day or two.

Agent W. T. Pemberton is on the sick list—taking a vacation at this time.

H. E. Sharp, day roundhouse foreman of Mattoon shops, has resigned to accept a position with another company.

Boiler Foreman C. W. Heiner, who has been off duty sick, has returned to work.

Our Janitor "Tom" has been succeeded by Charles Donley.

Operator W. C. Scott (first trick at Newton) was married May 25th to Miss Elien Staley, of Stewartsville, Ind. Best wishes!

C. R. Plummer, chief accountant in master mechanic's office, left April 30th for Camp Dix, N. J.; E. H. Werth, operator, Bloomfield, leaves June 1 for camp; Brakeman Victor Haynes leaving for Camp Wadsworth, Spartanburg, S. C.; Switchman B. Kidwell to Ft. Benjamin Harrison, Indianapolis, Ind.

C. F. Cochran, operator at Pekin, has bid in second trick in Mattoon office.

W. F. Barton, agent Green Valley, has returned to work, relieving R. B. Smith, who goes to Bone Gap to relieve W. A. McClure, who starts on vacation.

When Booth Tarkington was visiting Naples he was present during an eruption of Vesuvius.

"You haven't anything like that in America, have you?" said an Italian friend, with pride.

"No, we haven't," replied Tarkington; "but we've got Niagara Falls that would put the d—d thing out in five minutes."

He (holding her in his lap): "Darling, I only love you half as much as I did."

She: "What do you mean?"

He: "Well, only half of me is conscious."

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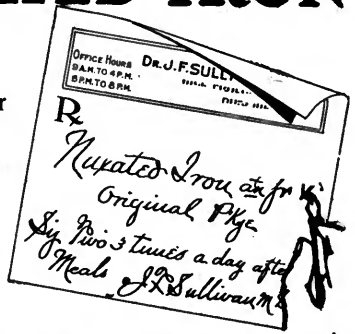


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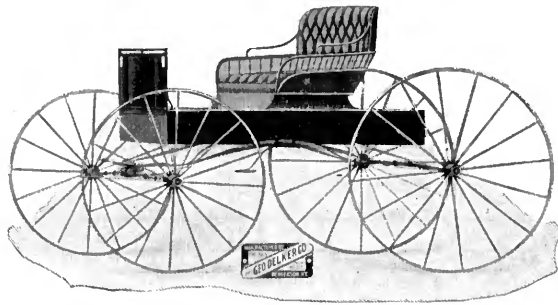
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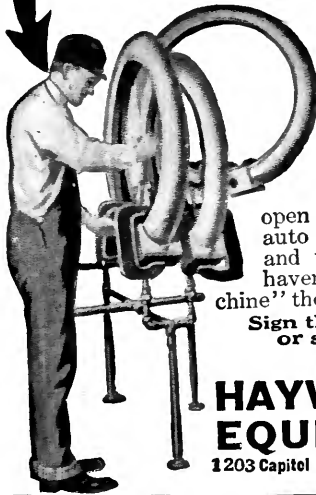
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